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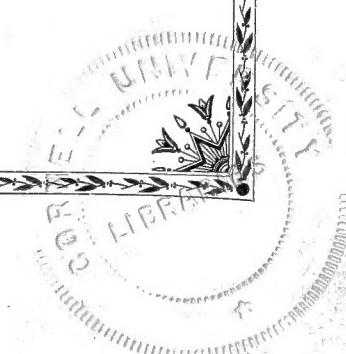
STATE OF WASHINGTON

Containing a History of the State of Washington from the Earliest Period of its Discovery to the Present Time, together with Glimpses of its Auspicious Future, Illustrations and Full-page Portraits of some of its Eminent Men and Biographical Mention of many of its Pioneers and Prominent Citizens of to-day.

BY REV. H. K. HINES, D. D.

"A people that take no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote descendants."—*Macaulay*.

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INTRODUCTORY.

UP to 1853 the history of what now constitutes the great State of Washington was the common history of all the Pacific Northwest, then known as Oregon. All the facts and incidents that went to make up the story of the one entered into that of the other. In some respects, indeed, they were more intimately connected with the territory now embraced in Washington than with that now included in Oregon. This was especially true with many of the early discoveries, and with the entire course of international diplomacy involved in the Boundary Question. It was needful, therefore, to the unity and completeness of our history, to give a somewhat extended account of the events that led up to the Washington Territory of 1853 and the State of Washington of 1893. From first to last, through all the era of discovery and all the finesse of diplomacy, as well as through the adventures of immigration and the tragedies of Indian warfare, every change was but a part of the germ and seed whose consummate fruit will be the ultimate Washington. By the necessity of the case the most of the history of Washington has been of this character. Long, indeed, were the years of her struggle with the wild elements of barbaric life, and with the ruggedness of a native condition almost without a parallel in the rugged West; but magnificent was the outcome of that struggle. Many volumes, treating in special detail different departments of her thrilling and varied story, would be required to cover all its ground, or to bring into view all the names and deeds that are entitled to remembrance, and even to fame, as builders of this now great commonwealth. Beyond the compass of the design of this book this could not be here attempted. We could only choose what seemed essential to the continuity of narrative, and the interpretation and illustration of the times and deeds of those who builded so bravely and so well. Whatever of continuous history may be found lacking in the narrative will be largely supplied in the rich and ample biographical department of the book. If "history is biography teaching by example," surely there is abundant history in the lives recorded in our biographical department. Those whose names are here enrolled, and the unnamed thousands like them, were the true builders of this Western world, who, "with high face held to her ultimate star," lived and wrought and died for her greatness. We are sure that those who read their story will feel that these people fought

"Braver battles than ever were fought
From Shiloh back to the battles of Greece."

With the hope that somewhat has been said to enhance the patriotic appreciation in which those whose work is here celebrated is held by their countrymen, and to make the great State they have founded better known among them this work is submitted to the people of WASHINGTON.

THE PUBLISHERS.

NOVEMBER, 1893.



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Mount, J. S.	344
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Parker, Isaac	923
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HISTORY OF WASHINGTON.

CHAPTER I.

TOPOGRAPHY—CLIMATE—PRODUCTIONS.

THE State of Washington is, with the exception of Alaska, the most northwestern of the political divisions of the United States. Its form is a broad parallelogram, fronting westward on the Pacific Ocean for a distance of 245 miles, and having a length from east to west of about 360 miles. On the north the magnificent straits of Juan de Fuca, separating it from British Columbia, forms its boundary until it reaches the point where the 49th° of latitude strikes that strait, when the line follows that parallel eastward for a distance of 250 miles. Thence the line goes due south to the 46th° of latitude, then west until that degree strikes the Columbia river about 300 miles from the ocean, and then follows the channel of that river to the sea. On the whole, the outlines of the State are regular, but within these outlines there is probably a topography more diversified in surface, and more varied by land and water than can be shown by any other State of the Union. It has an area of 69,994 square miles, of which 3,144 square miles are water. It is over three-fourths the size of New York and Pennsylvania combined. Compared with the Western States its area is about equal to that of Ohio and Indiana.

The most prominent feature of the topography of Washington is its immense extent of ocean and strait and sound and navigable river lines. The Pacific Ocean washes its entire western shore. In that extent are Shoalwater Bay and Gray's Harbor, each a deep inlet sweeping many miles into the land, and each affording safe and

accessible harbors for a large commerce. The Straits of Fuca, from twenty to forty miles in width, and carrying the depth of the sea, describes a semi-circle projecting into the northeast corner of the strait with an arc of nearly 200 miles in length. Breaking southward from the eastern center of this arc, about 100 miles from the ocean, Puget Sound, with its innumerable bays, and inlets, and canals, extends more than a hundred miles, reaching the very center of the State, and furnishing in all a shore-line of not less than a thousand miles washed by the ebb and flow of the tide. Besides this, the Columbia river coming down from British Columbia on the north, enters the State a few miles west of its northeastern corner, and crosses its whole breadth diagonally to the southwest, swinging in great bends through its vast prairies east of the Cascade mountains, until it reaches the 46th° of latitude, when it flows along its southern line to the ocean. The Snake river, the great southern branch of the Columbia, comes into the State from the east near its southern border, and after flowing for nearly 200 miles within it joins the greater river about twenty miles north of the Oregon line.

These are great rivers,—among the greatest of the continent, and together furnish within the State and along its line well nigh a thousand miles of steamboat navigation. An almost innumerable number of smaller rivers flow down from the great mountain ranges towards the Columbia and Snake rivers, and toward Puget Sound, some of which are navigable for small

steamers for many miles. East of the Cascade mountains the most important of these are the Spokane and the Yakima, both of which drain large valleys and immense mountain slopes, and empty into the Columbia. West of the Cascade the Skagit, the Snohomish, the Puyallup, the Chehalis, and the Cowlitz, are the chief, although there are many others approaching these in size and importance.

This brief and incomplete statement will suffice to show that there is no State of the Union so plentifully watered by rivers and smaller streams as is the State of Washington.

Topographically, Washington is divided into two very distinct departments, namely, the Puget Sound basin and the great valley of the Upper Columbia. Between these, running north and south through the entire State, is the great range of the Cascade Mountains. This mountain range is the grandest and most imposing in North America. Commencing near the extreme southern portion of the continent, it grows more and more imposing as we move northward until in Mount St. Elias, far up toward Behring's Straits, it reaches its highest altitude. It has more of the great, snow-capped volcanic cones that rise from 12,000 to 20,000 feet in height than any other range of North America, and has a breadth and ruggedness that can scarcely be paralleled elsewhere among mountain ranges. In Washington the range is swelling toward its grandest dimensions, and several of its mightiest pinnacles are within the limits of this State.

Beginning near the southern line, Mount Adams and Mount St. Helens sentinel the mighty gates of the Columbia river. Further north and overlooking the upper region of Puget Sound, Mount Rainier lifts its broad shoulders and its hoary head clear against the sky, presenting one of the most remarkable expressions of physical majesty and power that the eye ever looked upon. Still to the north, and near the waters of the Straits of Fuca, Mount Baker almost rivals Rainier in majesty and grandeur. Between them are summits in-

numerable, that in any land but this would be famed for their sublimity; and, stretching away east and west the whole width of the range, not less than fifty miles in any place, and reaching a hundred in others, is in view of from the slopes or summits of these higher peaks. The gorges that cleave the sides and separate the bases of these mountains are as deep and awful as the mountains are high and sublime. Down them pour roaring rivers that rush madly away from the imprisonment of the mountain barriers as though eager to find their eternal freedom in the level of the sea. The great glaciers of the snowy mountains move slowly down the immense clefts of the icy pinnacles, grinding the granite to powder under their crush, and bearing great boulders on their white bosom until the sunshine of the plain unlocks their fetters of frost and leaves them miles and miles away from where the avalanche wrenched them from their granite pedestals. Power, majesty, sublimity, eternity are all symbolized by the vast ranges and mighty pinnacles, and no one can contemplate them without a feeling of overwhelming awe: a feeling that increases rather than diminishes as he dwells in communion with them through the years and the decades.

West of Puget Sound and between it and the Pacific ocean is the Olympic range. This range terminates at the north against the Straits of Fuca, and extends southward a full hundred miles, well toward the Columbia river. Lower and narrower than the Cascade range, yet it is one that, seen from Puget Sound or from the ocean coast, presents many most striking and beautiful scenes. Indeed, true to its happily selected name, it presents much most alluring scenery, and charms the eye with its classic ruggedness and beauty. It rises in pinnacled abruptness on the one side from the sea and on the other from the Sound, and its clear outline is sharply cut against the summer sky, holding the imagination in a pleasing thrall, as the lights and shadows of the evening and morning play and troop along its

sides and over its alpine gorges and precipices. There is more of the sharp outline, the steep rugged grandeur, and the calm, reposeful strength of the Alps of Switzerland in it than in any other of the American ranges.

Between these two ranges,—the Cascades and Olympic,—lies the basin of Puget Sound. The pinnacles of these ranges are probably nearly a hundred miles apart. More than half of this distance is taken up by the mountain slopes, and the remainder by the Sound itself and the rolling and heavily timbered uplands that stretch away from its shores. The peculiar and distinguishing characteristic of this basin is the body of water that gives it name—Puget Sound. Let us, in a few sentences, endeavor to give it some limning to the eye of the reader.

We will imagine ourselves sailing in from the ocean between the bold headlands of Cape Flattery and Point San Juan, and entering the vast system of inland seas constituted by the Straits of Fuca, the Gulf of Georgia and Puget Sound. We enter a passage nearly half a degree of latitude in width, which carries its full volume, with the depth and appearance of the ocean, eastward for a hundred miles, when the innumerable islands of the San Juan archipelago divide its broadened waters into as innumerable narrow channels, which swing and sway away among them in an infinitude of graceful curves and angles, always changing as the tides are pressed and turned by their bold precipices or their sloping shores. Just south of this, and breaking away from the main Straits, are many channels, also separated by many of the most beautiful islands that ever dimpled the face of a sea. Puget Sound stretches its sea-deep tides into the far recesses of the ever-frowning and embosoming mountains. Measured across all its surface, including the islands that everywhere stud its bosom, the Sound cannot average less than from ten to twenty miles in width. Projecting into the rounded, wooded shores everywhere, bays and harbors without number afford safe anchorage for vessels of any draft. For a hundred and twenty miles southward, clear to

Olympia, the capital of the State, it also carries the depth and semblance of the sea,—in fact, is the sea in all its characteristics of tides and productions of every kind. It is alive with sea-fish, and marine plants float everywhere upon its surface.

As to scenery, with all the possible combinations of land and water, of sea and island, of plain and mountain, of lake and river, it is doubtful whether a spot can be found on earth that rivals Puget Sound. Something more of of this will be noted when we come to speak of its cities, and so we shall pass it by with this slight notice at this place.

The country bordering the Sound, on both sides, and extending to the slopes of the mountains, with small exceptions, is very densely timbered. It bears the grandest growth of fir and cedar that can be found upon the continent. Untold thousands of these giant trees are from five to ten feet in diameter, and will reach from 200 to 300 feet in length. Their roots draw in marvelous support from the rich soil in which they are planted, and their leaves drink growing life from the moist and sea-salted atmosphere always breathed over them. The exceptions to this statement are found in the tide-flats that margin the lower portion of the Sound, and in the comparatively small prairies which island the great woodland that sweeps around its head. The tide-flats are exceedingly rich in soil, and, when dyked and cultivated, marvelously productive. The prairies are mostly of a light, gravelly soil, and are not of great worth for agriculture.

It will be obvious to the reader at once that the rivers entering the sound are generally small. So near are the mountain ranges on either hand that they must needs be so. For the most of their courses they are mountain torrents, and then they broaden, near the sound, into streams up which the tides push for some miles. Some of them are rated as navigable streams although some small steamers ply on their tide-waters for a few miles. They all water valleys, of greater or less width, of very

rich soil, which when the grand forests are cleared away are remarkably productive, especially in vegetables and fruits and hops; and it is in this line mostly that the lands of Puget Sound basin can be set down as agricultural.

That portion of the State which lies directly on the Pacific coast is separated from that margining Puget Sound by the Olympic range, of which mention has already been made. These mountains crowd the sea so closely that there is comparatively little agricultural land between them. The streams that flow down from them either to the ocean or the sound are small and short. The first one from the straits of Fuca southward that cleaves the range is the Chehalis, which enters the head of Gray's Harbor, more than 100 miles south of the Straits. This river and its tributaries drain a very large region of rich, though mostly heavily timbered, country, rather level for this portion of the coast, yet in places rising into ridges and hills that would be considered mountains in the Middle States. Its wealth of forest is incomputable. Of timber available for lumber it is not likely that any portion of the United States ever furnished such an abundant supply. Cedar, fir and spruce attain a size and quality that are remarkable. Along all the streams, up all the hill-slopes, over all the valleys, the tall spires of these evergreens climb skyward from 200 to 300 feet, often reaching a diameter, twenty feet from the ground, of from eight to twelve feet.

What is said of the region of the Chehalis and Gray's Harbor is alike true of that surrounding Shoalwater Bay, a few miles further to the south. Indeed, Gray's Harbor and Shoalwater Bay really belong to one great indentation in the Coast range of mountains which continues still to the south, and about fifteen miles from the Bay also receives the vast flood of the Columbia river. The great break in this range in which the Columbia, Shoalwater Bay and Gray's Harbor are found, is the only one from the straits of Fuca to the "Golden Gate." It is not less than fifty miles in width, and is the distinguishing

topographical feature of the coast within the State of Washington.

Our readers would not fully understand the topographical character of the western part of the State without some specific notice of that part of it that lies on the Columbia river, from the mouth of that mighty stream to the Cascade range,—a distance of 125 miles. The head of Puget Sound is separated from the Columbia by a stretch of heavily timbered country, interspersed with occasional small prairies, 100 miles in length. Half of that distance is traced by the Cowlitz river, a bold, dashing stream that comes down from the icy gorges of Mount St. Helen's westward, as though it had started for the sea at the head of Gray's Harbor, but meeting the obstruction of a lateral spur of hills that projects from the Cascade range between itself and the Chehalis river, concludes to turn to the south in its quest for the ocean, and finds the tidal level by the way of the Columbia. The valley of the Cowlitz strikes the Columbia from the north about half way from the mountains to the sea. Between this point and the ocean the country is very rough, even mountainous, and bears the characteristic growth of timber which distinguishes all Western Washington.

Immediately east of this point, and up the Columbia, the Cascades shoot down a lateral spur of mountains clear against the river. Still further east this range sweeps far back from the river to the north, then circles eastward and then southward again, forming a great valley, approaching a circle in form, of at least fifty miles in diameter. The southern arc of the circumference of the valley is formed by the Columbia river,—a vast tidal flood of from one to two miles in width, and deep enough for the largest ships; and the northern by the mountain range. This is not a level valley, but one of variable surface, traced by numerous small rivers and creeks, and in its natural growths repeats the topographical conditions of all Western Washington. Its soil is very excellent, combining disintegrated basalt and granite with alluvial deposits and vegetable mold in fine proportions,

and making it remarkably productive for cereals and fruits. Enframed by the mountains on the north, thus securing a southern exposure, and margined by the river on the south, its climatic conditions could hardly be more perfect for the productions named.

Having thus, in general terms, given our readers some idea of the topography of Western Washington, we will now lead them across the Cascade range into the vaster area of the State that lies east of it.

When one has crossed the Cascade mountains from the low altitudes and moist climate of Puget Sound and the lower Columbia into the high altitudes and dry atmosphere of the great interior, he has entered a new world. Every form is changed, every condition modified and even transposed. The immense vegetable growths have given place to treeless plains. The green hills and mountain slopes are succeeded by brown or gray piles of basalt and sand. The rivers flow no longer through the great forests of fir and cedar, but wind down through sandy gorges, or swing across wide sage plains, with only here and there a clump of willows, or it may be a solitary cottonwood, to mark the course of their flow. The atmosphere is not softened by the touch of the sea wave, but is fervid with the heat of the shimmering plain, or cool from the breath of the snowy ranges. If the traveler has come suddenly into it, without previous knowledge of its peculiar characteristics, its strangeness steals on him like a vast, weird dream and he gazes upon it with a wonder quite akin to awe. Its skies are so deep and silent, its vistas so endless, its mysteries so unfathomable, its surprises so frequent that he is inclined to move in the silence of a dreamer over it. These are the elements that render it difficult to give its common characteristics in words that will make it real to the mind of the reader. But we must try.

In area Eastern Washington comprises about two-thirds of the land surface of the State. Its chief topographical characteristics are connected with the fact that it is almost wholly within the

great valley of the upper Columbia. The waters of this majestic river and its tributaries drain its entire surface. There is not a drop of water from any plain or pinnacle of this great region that flows seaward through any other channel. Coming down from the north through British Columbia this stream enters the State near its north-eastern corner, flowing first south nearly a hundred miles, then westerly about the same distance, then south and southeasterly twice as far, and then southwesterly 150 miles on the southern boundary of the State before it enters the mighty gateway of the Cascade range. Coming into the State from the east about twenty five miles north of its south-eastern corner, Snake river, hardly smaller than the Columbia itself, swings its serpentine way through its basaltic gorge for more than a hundred miles, when it unites with the latter in the midst of a broad, open valley, about ten miles before it reaches the southern line of the State. On both sides of the main stream are countless tributaries, many of them large, though none are navigable, but all of which drain large areas of country and water vast tracts of land that else would be desert. Among these on the east, beginning at the north, are the Pend d'Oreille, the Colville, the Spokane, the Palouse, the Tukannon, the Touchet and the Walla Walla. On the north and west are the Okinagan, Chelan, Wenatche, Yakima and Klickitat. All these with the exception of the Klickitat, flow towards the common center of the great valley of the Columbia, where that and Snake river make their junction for their last great movement out of the mighty basin which their myriad years of flow has washed out between the Rocky and Cascade ranges. A vaster, more concentrated, unified, yet at the same time diversified, river basin does not mark the map of the world than is Eastern Washington, and through none does a more wonderful river pour its floods. It is from this one fact, as an initial point, that any writer must start if he would understand, or intelligently write of the topography, or even the climate of this part of the State.

The next fact is the system of mountain ranges that either hem in this vast valley, or else cut it into sections as their spurs push eastward from the Cascades or westward from the Rocky mountain system, and the numerous short ranges and isolated peaks that seem to have no connection with the great continental systems, that are scattered through it. With the size of this great basin, 200 miles each way, and these two great dominating topographical features in our minds, it will not be difficult, perhaps, for us to understand its more subordinate characteristics.

Although we have called this region a "basin" and a "valley," these words must be taken as relating only to the fact that it is drained by the single river course which we have named. Within the uppermost rim of this "basin" there are mountains and hills innumerable. They swell into every form of rugged grandeur and sublimity. They soften into every outline of beauty and peace. They are rough and pinnaled with jagged basaltic pillars, with great granite peaks, on which the pine trees nod and sigh to the mountain winds, or they are rounded into grassy knobs smooth and beautiful as though an artist's hand had moulded them.

Below these are the plains and the valleys that touch the brink of the streams. The latter are generally narrow, but the former stretch away for miles, bordered at either side by some creek or river.

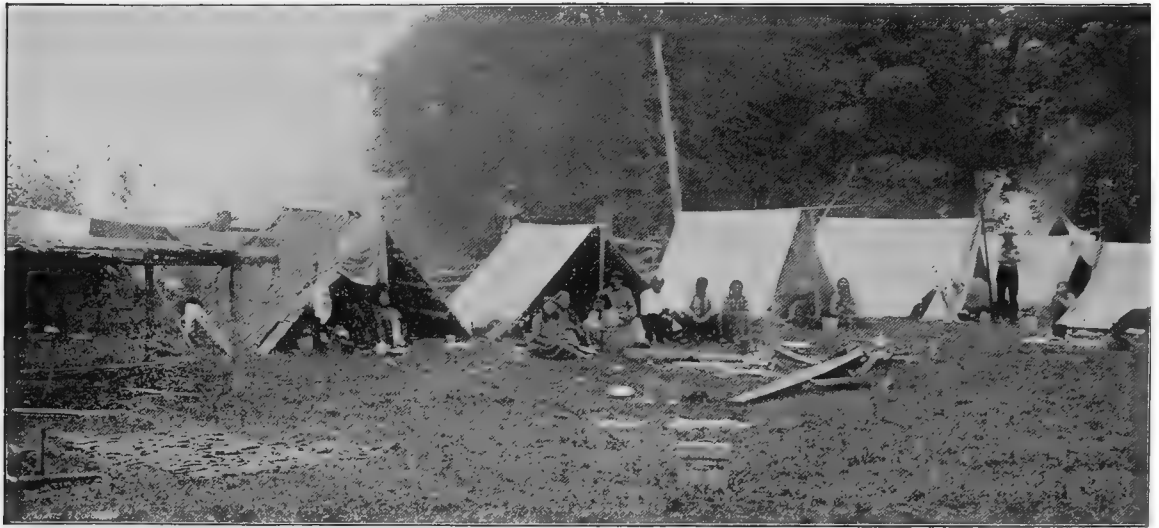
The soil of all this region is mineral in its composition, being composed mostly of granitic and basaltic sand, ground and worn out of the mountain sides by the abrasion of rivers, or dissolved by frost and snow and rain from the faces of the precipices. There is little of vegetable sediment in it. Even the great river bears little of this, as its flow for a thousand miles above is through the same open, treeless region, and between basaltic and granite walls. Such soils need only water to make them break forth into a very harvest of plenty.

Over a large portion of this vast area this can only be procured from irrigating ditches or

artesian wells, as, notably, in the Yakima valley and in the region known as "the Great Bend country." Still the reader must not suppose that this remark applies to the vast wheat-growing region in what has long been celebrated as the "Palouse country," and, indeed, all the region east of the Great Bend country from the northern to the southern line of the State. This is an empire in extent, and is one of the finest wheat-producing regions of America. Yet in even this abundant irrigation would soon double the grain production and increase many fold its fruits and vegetables. And the millions of arid and semi-arid acres that now lie fallow under the cloudless skies of this sunlit land will one day, and that day not far away, give its tens of millions of bushels into the garner of the world.

The climate of all this "Inland Empire" is as *sui generis* as its topography.

The seasons are pronounced, but they are not differentiated like those on the coast, nor like those of the Eastern States. There is little fall of moisture either in the form of rain or snow. Skies without a cloud bend over the vales and hills for months together. This is especially true of the center of the Columbia basin and of its western slope. On the eastern slope of the basin the conditions are different and the fall of moisture greater. This is easily accounted for. The winds from the western sea are drained of all their vapors by their contact with the cold summits of the Cascade range, and they pass on eastward absolutely without moisture. Hence the valleys of the eastern slope of that range receive but very little rain. Passing down these valleys and across and along the great Columbia, they take up some vapor and bear it onward until they touch the sides of the eastern ranges, when they yield that up also, and it falls in showers on the plains, or in snow on the hills. Southerly winds, which west of the Cascades are the rain winds, here bring but little moisture. Eastern winds, which are not very frequent, are almost a consuming sirocco if long continued. The western and the north-



INDIAN CAMP.



INDIAN HOP PICKERS.

western are those that bear the most moisture. The causes are in the topography of the country, especially in the trend of the mountain ranges. These causes are permanent, and their resultant conditions must be as permanent as the causes that produce them.

There is a wider range of the thermometer here than there is west of the Cascade mountains. The summers are hotter and the winters are colder. Probably the average seasons will register a variation of nearly 100 degrees in most parts of this region, and extreme seasons will increase that variation. Still the dryness of the atmosphere is such that this great variation is not so obvious to the senses as a much smaller variation where there is more moisture. Then its altitude is such that the actual degree of heat or cold is considerably less than it would be with the same mercury registration on the seacoast. All these considerations enable us to write down the climate of Eastern Washington as, on the whole, a desirable rather than an undesirable one, and it is one, certainly, that receives the most encomiums from those who have longest tested it,—which is no mean proof of its excellence.

As the climate and the soil of Eastern Washington has a remarkably uniform average, so its productions are quite uniform in character and quality. The cereals, especially wheat, produce at their best both of quantity and quality nearly everywhere, if we except some of the drier portions where irrigation must be resorted to. Some of the warmer valleys, like the Yakima, Snake river and Columbia river, are wonderfully

prolific in peaches, grapes, melons and hops. The strawberry, blackberry, currant, etc., thrive abundantly everywhere; and, indeed, to sum up all that needs to be said of the productions of the country without going into statistics, all the staple cereals and fruits of the temperate latitudes; those cereals and fruits that grow in company with the strongest manhood, and upon which that manhood grows; grow as abundantly and ripen as perfectly within the bounds of the country thus indicated as anywhere between the seas. So, with its magnificent scenery, its pure atmosphere, its crystalline waters, its abundant and healthy food, Eastern Washington should and doubtless will contribute some of the best and noblest to the "crowning race of human kind."

In treating of the climate of Washington, it is proper that we notice the fact that no part of the State is subject to those violent changes in temperature and atmospheric currents that result, in the States east of the Rocky mountains, in tornadoes and cyclones, that are so destructive to property, and often to human life. They are, in fact, unknown there; and while the mountain ranges stand where they are, and the Pacific rolls over its present bed, they never can be known. The same may be said of the terrible thunder storms that shake and startle the Mississippi and Missouri valleys. They are unknown in all the region west of the Rocky mountains. It is too much a broken surface, and the soft breath of the great sea is wafted so genially over all even to permit it.



CHAPTER II.

EARLIEST DISCOVERIES ON THE NORTHWEST COAST—SPAIN LEADS DISCOVERIES—A NORTHWEST PASSAGE SOUGHT—MAGELLAN—CORTEZ IN MEXICO—SPAIN MISTRESS OF THE PACIFIC—THE BUCCANEERS—SIR FRANCIS DRAKE—CAVINDISH—STRAITS OF AMAN—RUSSIAN EXPLORATIONS—VITUS BEHRING—RUSSIA'S FAILURE—CAPTAIN COOK—FIRST ENGLISH EXPLORATIONS—COOK'S DEATH—SPAIN AGAIN ESSAYS DISCOVERY—FRANCISCO ELISA—DISCOVERIES OF 1791—A NEW FLAG ON THE SEAS—SPANISH EFFORTS CEASE.

THE earliest discoveries on the American continent made by any portion of the civilized world, if we do not count the somewhat mythical ones attributed to Northmen on the coast of Greenland, were made in 1492, under the auspices of Spain; at that time one of the most powerful and aggressive nations of Europe. The discovery of a New World behind the western seas kindled an age already fired with a spirit of romantic adventure and religious zeal to a much greater enthusiasm of conquest and subjugation. As Spain had led in the discoveries that had thus opened the new continent to the ambitions of the enterprising and adventurous, it was only natural that her sailors should haste to follow the path that the galleys of Columbus had marked for them over the seas, and her soldier adventurers should enter on a course of conquest in the countries discovered. The stories of the sailors who had returned to the ports of Spain invested the new lands visited by them with a glory of fabulous wealth that could easily be gathered from the semi-civilized savage tribes found there by the stronger arms of the men of Castile.

Inspired by these marvelous stories, three years had not passed before they had begun the conquest of the islands off the southeastern coast of the American mainland by the subjugation of Hayti. In 1511 the island of Cuba was invaded and conquered in the name of the king of Spain. Three years afterward Vasco Nunez de Balboa crossed the Isthmus of Darien and discovered the great south sea, of which such knowledge had been communicated by the natives that it had already been designated on the maps of European geographers. Seven years later Ma-

gellan entered it by the straits that bear his name and gave it the name of the "Pacific." In 1519 Cortez landed in Mexico at the head of an army of 950 men, and invaded the ancient kingdom of the Montezumas. Two years sufficed for its subjugation. In 1537, Cortez, seeking further conquests to the westward of Mexico, landed at Santa Cruz, near the lower extremity of the peninsula of California. Finding nothing to tempt his cupidity or his chivalry, he soon abandoned the country and returned to Mexico. This was the beginning of discovery by the nations of Europe on the Pacific coast of the American continent. But such had been the unpropitious results of the attempts of Cortez to find tempting food for adventure west and north of Mexico, that it is likely discovery would have stayed its progress in that direction, had not other motives prompted its advance from another quarter. These were the hopes and efforts of European discoverers to find a Northwest passage from the Atlantic Ocean through the American continent to the Indian seas.

Before 1500 one of the adventurous navigators of Portugal, Vasco de Gama, had reached the Indian Ocean by sailing eastward from Lisbon around the Cape of Good Hope. Gaspar Cortereal, another eminent Portuguese discoverer, explored the Atlantic coast of North America in 1500, and sailing around Labrador entered the straits which opened westward under the 60th degree of north latitude. Through these he passed into what is now known as Hudson's Bay, and believed that he had entered waters which led into the Indian ocean, and had accomplished, by sailing westward

from the west coast of Europe, what Vasco de Gama had by sailing eastward,—the discovery of a passage to the wealth of Asia; so little was then known of the geography of the world. To the straits through which he had passed he gave the name of Anian, and the land south of them he called Labrador.

When Magellan, in 1520, sailed into the Pacific through the straits to which his own name was given, and continued his voyage westward until the whole world was circumnavigated, the belief of navigators in the existence of the straits of Anian was greatly strengthened. This arose from their belief that the straits of Magellan were only a narrow passage piercing the heart of the continent where it was much narrower than elsewhere; and they supposed the same thing would exist to the north, especially since Cortereal had reported its discovery. For many years the chief efforts of explorers were put forth for its real discovery. The efforts of Spain were mainly directed from the Pacific side of the continent, while England, France, Portugal and Holland made theirs from the eastern. It is not necessary to our history to follow the course and story of these expensive and continued efforts, as they had but a remote bearing on the history of the northwest coast; but this fable of the northwest passage kept up the spirit of discovery for many years, and the search for it was participated in by all the leading maritime nations of the world. The first knowledge of the countries on the Pacific coast was not to come, however, from any passage of the Straits of Anian, but from the spirit of adventure that the conquest of Mexico had kindled in the South.

After the subjugation of Mexico, Cortez began the construction of vessels on the coast of Central America for use on the Pacific. After these vessels had been employed for some time on the lower coasts they were sent directly across the Pacific, but he constructed others in which he directed expeditions along the Mexican coasts and in Lower California. He discovered the Gulf of California and the Colorado

river. He made an attempt at colonization at Santa Cruz, in Lower California. The first attempt to pass around the peninsula of California was made in 1539 by Francisco de Ulloa, the energetic and capable assistant of Cortez in all his operations on the west coast of Mexico. He succeeded in reaching the twenty-eighth degree of latitude, but was so baffled by head winds and sickness among his men that he was compelled to return to Mexico.

Don Antonio de Mendoza, a Spanish nobleman of high rank, succeeded Cortez as Viceroy of New Spain. He dispatched an expedition of two small vessels, commanded by Juan Rodriguez Cabrillo, and dispatched it in 1542 to search for the Straits of Anian, and incidentally to discover any of those civilized nations that the traditions of the Indians or the imagination of the Caucasians located in the northwest. He followed the coast as far north as thirty-eight degrees, but encountered a violent storm which drove them several degrees backward. He found shelter in a small harbor on the island of San Bernardino, lying near the coast in latitude thirty-four degrees, which he called "Port Possession," and which was the first point on the California coast of which the Spaniards took possession. Here Cabrillo died, in January, 1543, and the command devolved on Bartolome Ferrello, who again headed the vessels to the northward and voyaged up the coast. He reached, on the 1st of March, a point as high as forty-four degrees, as given by some authorities, and without doubt should be credited with having first discovered the coast of Oregon, though he made no chart of its outline, and made no landing upon it. The results of the voyage, and of some expeditions sent inland under Alcaron and Coronado, satisfied the viceroy that the wealthy nations of the coast and country north of Mexico existed only in Indian fables, and that if any straits of Anian existed they must be far north of the fortieth parallel of latitude, and all effort to explore the country to the northward was abandoned. But Spain was complete mistress of

the Pacific. Her flag dominated that mighty ocean, and her enemies were unable to attack her in that vital source of her wealth and power. But this could not long continue when the rivals and enemies of Spain were such powers as England and France. And, besides, this was the era of the "buccaneers," who roved the seas, even in times of peace, under the privity and encouragement of their sovereigns, and they were not less interested than the naval forces of the government of western Europe to find a way to reach and capture the richly-laden galleons of Spain on their way from the mines of Mexico to the treasuries of Lisbon and Madrid. These also sought the Straits of Anian, but despairing at last of finding them, invaded the Pacific by the dreaded way of Magellan. With their appearance on the Pacific the security of Spanish shipping on the southern seas ceased forever.

The man who led this crusade of freebooters against the ships and wealth of Spain on the Pacific was Sir Francis Drake. He was an English seaman of much fame, a daring adventurer and an expert mariner. With three vessels he entered the Pacific through the Straits of Magellan. One was soon wrecked, another returned to England, but with the third he continued up the coast, scattering terror among the Spanish shipping and levying heavy contributions on the defenseless ports. Loaded with plunder, he continued northward on the same bootless search for the Straits of Anian that had beguiled all the navigators of England and Spain so long, and which, of course, returned to him only their disappointment. How far he sailed northward it is hard to determine, some authorities placing his highest latitude at 43°, and some at 48°. The English writers claim the latter, and the American the former. Doubtless the question of title to the country on the ground of discovery, as between Spain and England, in which the United States was involved by her purchase of the rights of Spain, accounts for that disagreement. If he reached only the forty-third degree, his discoveries were

anticipated by the Spaniard, Ferrelo, by thirty-five years. If he reached the forty-eighth degree, then England's right, by discovery of the coast far north of the mouth of the Columbia river, was undeniable. The accounts published of this voyage of Drake bear so little evidence of reliability that the fair-minded historian finds it difficult to reach a satisfactory conclusion as to the fact in the case. There is little difference which was the fact, since it will be forever impossible to adjudicate the dispute, and hence the honor of the discovery of the Oregon coast will remain divided between the Spaniard, Ferrelo, and the Englishman, Sir Francis Drake.

In the month of June Drake lay in a harbor of refuge, probably in the small bay north of the bay of San Francisco, now known as Drake's Bay. Following the example of the Spanish navigators, he landed and took possession of the country in the name of Great Britain, giving it the title of "New Albion," as the Spaniards had called the southern point of the coast "New Spain."

Following Drake, and encouraged by his success, came Thomas Cavendish and other English adventurers, having the same purposes in view as Drake himself, namely, the capture of the richly loaded galleons of Spain, and the discovery of the Straits of Anian. Without any reasonable compensation it would greatly lengthen a narrative only collateral to our main design, to follow the story of their depredations or discoveries. Besides, there was so much that subsequent information has proven to be fiction in the published narratives of these expeditions that the historian is sometimes led to wonder if any part of them, as recorded, is credible. In some of them places and water passages are minutely described that have long ago been proved to have had no existence. History cannot afford space even to catalogue these romances. Such stories as those of Maldonado and of Juan de Fuca must be classed with these, and thus passed by.

There is really nothing of authenticated discovery on the northwest coast to relate until 1602;

when Sebastian Viçcaino, under peremptory orders from Philip III, sailed north from Acapulco, entering the ports of San Quintin, San Diego and Monterey. Nothing of importance having been added by him to geographical science, he soon after returned to Acapulco. In January, 1603, he again sailed northward. On this voyage he reached and named "Cape Blanco," about the 43° of latitude. The historian of the voyage of the little craft on which he sailed says: "From that point the coast begins to turn to the northwest, and near it was discovered a rapid and abundant river, with ash trees, willows, brambles, and other trees of Castile on its banks." An unsuccessful attempt to enter this river, which was probably the Umpqua, was made, and as a large number of the crew were sick with the scurvy, the commander determined to return to Acapulco. He and his pilot, Antonio Flores, both died of scurvy on the way, and were buried in the deep.

Still the Straits of Anian remained the fable for the solution of which the navigators of Europe continued to search on both coasts of America. Gradually, but generally, the belief came to be entertained that these straits could be found only in a search in Hudson's Bay. To aid in their discovery, in 1699, Charles II, then king of England, granted to a company of his subjects a charter guaranteeing most royal privileges in consideration of their agreement to search for the Straits of Anian. This charter created "The Company of Adventurers of England Trading into Hudson's Bay." The object expressed in the charter was, "For the discovery of a new passage into the South Sea, and for the finding of some trade in furs and other considerable commodities." This is the organization known in history as "The Hudson's Bay Company." As its history, as well as its relations to the story of the Pacific coast, will be continued later in this book, we make only this brief reference to it here, simply to identify it as one of the links in the chain of discovery on the Oregon coast.

It seems strange that from the time of the return of the little vessel of Aguilar from Cape Blanco back to Mexico in 1603, a century and more elapsed before the prow of another vessel cleft the waters of the North Pacific. But suddenly interest in these regions revived again. In the north of Europe, Russia rose, by the genius of her enlightened monarch, Peter the Great, from an almost unknown condition to a high rank among the nations of the world. He extended the bounds of his empire eastward across Siberia until they reached the borean peninsula of Kamtchatka. Then he sought to carry them still farther eastward until they touched the western confines of the provinces of England, Spain and France, on the American continent. How far that might be he knew not, but his was a mind not to be daunted by difficulties nor distracted by doubts. He ordered vessels to be built at Archangel, on the White Sea, for the purposes of cruising eastward and endeavoring to pass into the Pacific through the Arctic ocean. Before his plans were completed Peter died, and was succeeded on the throne by the Empress Catharine.

Though there was some delay in prosecuting the designs of Peter the Great, as soon as possible, Catharine, whose ability was equal to that of her great husband, began to push them forward. In 1728, in accordance with her instructions, vessels were built on the coast of Kamtchatka, and dispatched in search of the passage supposed to exist between the Arctic and Pacific oceans. Vitus Behring, a Danish navigator of experience and skill, had been designated by Peter to command the expedition, and his selection was confirmed by Catharine. He sailed in July, and followed the coast northwesterly until he found it bending steadily to the west. He became convinced that he had already entered the Arctic, and was sailing along the northern coast of Asia, having reached the 67° of latitude. Neither going nor returning through the straits did he discern the west lines of America, as the prevalent cloudy

and foggy weather obscured it. Being unprepared to winter in the ice, or to make a long and exposed voyage in the open sea, he returned to the port of his embarkation.

The next year he made another voyage, in which he endeavored to find the coast of America by sailing directly eastward, but baffled by contrary wind was obliged to take refuge in the bay of Okotsk, and abandoned the effort and returned to St. Petersburg. Other Russian expeditions followed, but without decisive result until in 1732, one of the vessels employed was driven by the winds and currents on the Alaska coast, when it was discovered that but a narrow strait separated North America from Asia. Upon this was bestowed the name of Behring.

Other expeditions from Russia there were, but with little result to geographical knowledge. One in 1741, under Behring, commanding the *St. Peter*, and *Tchirkoff*, commanding the *St. Paul*, came to a most disastrous end; *Tchirkoff* himself finally returning with but a few of his men, the remainder having been butchered by the savages or hung, or died from the scurvy; and Behring's vessel being wrecked on a little granite island between the Aleutian Archipelago and Kamtschatka, and where Behring and many of his men died and were buried. The island is known as "*Behring Isle*" to this day.

These fugitive efforts of Russia to make discoveries on the American continent came to very little, and, as the middle of the eighteenth century was reached, the geography of the American coast from Behring's straits to the Spanish possessions in the south consisted of mere imaginative lines drawn on the charts which navigators had made of seas over which they had never sailed and of lands they had never visited. The fact was that Russia was not a maritime nation, and she had no seamen of sufficient scientific attainments to lead the discoveries which she was in a most favorable situation to prosecute. Hence, after four official expeditions had been made into these northern seas, and private individuals had been engaged in the fur-trade for a third of a century, the Russian idea of the

seas between northern America and Asia was that they were large seas of islands, of which the largest was Alaska. It was reserved for Captain Cook, an Englishman, and a skillful and scientific navigator, to reveal their error.

Captain James Cook commanded the first English vessel to visit the north Pacific seas. He was already the most renowned navigator of England, if not of the world. He had achieved his great distinction in recent voyages of discovery in the South Sea and the Indian Ocean. The desire and purpose of England to plant colonies on the Pacific coast naturally turned the eyes of the Lord of Admiralty to him as the one man whose past success guaranteed brilliant results in the new expedition contemplated by the British government. Cook did not wait to be invited, but volunteered at once to command the expedition. It consisted of two vessels, the *Resolution*, in which Cook had already passed around the world, and the *Discovery*, commanded by Captain Charles Clarke. These vessels were well suited to their intended use, and were furnished for it as perfectly as science and experience could provide. Cook's charts, though very erroneous in the light of his own subsequent discoveries, were the most perfect that geographical knowledge at that day could devise. There was on them a comparative blank between latitude 43° and 56° , or between the point reached by the Spanish explorations in the south and those of Russia in the north. Conjecture had placed somewhere within these limits the Great River, the straits of Fuca and the river of Kings. Cook was instructed very particularly to prosecute his researches on the Pacific coast of America within these limits; and especially to do nothing that could be construed into any trespass on the assumed rights of Spain or Russia. He was directed to reach the coast of New Albion, as the English called California, and not to touch upon any part of the Spanish dominions unless driven to it by necessity, and then to treat the people with "civility and friendship." He was to thoroughly examine the coast, and with the consent

of the natives to take possession, in the name of the king of Great Britain, of convenient stations in such countries as he might discover that had not already been discovered or visited by any other European power, and to distribute among the inhabitants such things as would remain as traces of his having been there, but if he should find the countries so discovered to be uninhabited, he was to take possession of them for his sovereign by setting up proper marks and descriptions as first discoverers and possessors. Thus prepared and commissioned Captain Cook set sail from Plymouth, England, on the twelfth day of July, 1776.

Eight days before, an event had occurred in Philadelphia on the eastern coast of America that had more to do with wresting from Great Britain the ultimate results of Cook's explorations, and those of all other Englishmen on the Pacific coast, than all others in history. It was the Declaration of American Independence, by which the new nation, destined to dominate the American continent, was born into history.

Cook sailed for the east, rounded the cape of Good Hope, explored the coasts of Van Diemen's Land and New Zealand, and the Society and Friendly islands. Continuing his eastern course, on the 18th of January, 1778, he discovered the Hawaiian group, which he named in honor of Lord Sandwich, the "Sandwich Islands." Remaining here but a short time, he still sailed eastward, and on the 7th of March, 1778, sighted the coast of New Albion, near the forty-fourth parallel in what is now Oregon, near the mouth of the Umpqua river. Head winds forced him south, but as soon as possible he turned to the north, but sailed so far off shore that he did not again see land until he reached the 48° of latitude, when he saw a bold headland which he named "Cape Flattery," because of the encouraging prospects of his expedition. He was directly off the mouth of the Straits of Fuca, but his charts misguided him by placing that opening south of the forty-eighth parallel, and he turned south to find it. Disappointed here, he turned again

northward, but lay too far off shore and passed the Straits without observing them, and finally cast anchor in Nootka Sound. From this port he still kept his northward course, and on the 4th of May sighted Mount St. Elias, when he began a most thorough search for the Straits of Anian. His explorations about the extreme northern portion of the American coast, in Behring Straits, and the Asiatic coast on the Arctic side as far as cape North, were full of painstaking fidelity, and he so charted those regions that many of the fables of the Russian explorers were entirely disproved. On the 9th of August he reached the extreme northwestern corner of America, and named the point "Cape Prince of Wales." Without attempting any further explorations on the coast of America, he sailed directly to the Sandwich Islands for the winter. Here, on the 16th of February, 1779, in an encounter with the natives, he was slain. This for a time terminated British discoveries on the North-Pacific coast. When the Resolution and Discovery reached England, in October, 1780, she was in the midst of her strife with her American colonies and her two immemorial antagonists and rivals across the channel, and had neither time nor inclination to engage in further geographical or colonial enterprises.

It has been seen by those who have carefully followed the line of our record that as yet little or nothing was known of the Oregon coast. The sweep of discovery and explorations by the maritime powers of England and Spain had been far to the north and far to the south. The golden dreams that the vivid imaginations of the Spaniards had woven about New Spain, and the hope of England to find a direct passage from western ports to the Pacific through the fabled Straits of Anian easily account for that fact. The prow of the Englishman's vessel turned toward that fabled passage; the Spaniard's toward the land of gold. Oregon lay between these objective points, and thus remained unknown. But the time was at hand when the land of verdure between the ice-land of the north and the sun-

seared plains of the south should become the object of the explorer's search, as well as the subject of the ruler's covet.

In 1790, ten years after the return of the *Resolution* and *Discovery* from their eventful voyage, the Spaniards again, under the direction of the Viceroy of Mexico, dispatched a fleet of their vessels to the north, under the command of Lieutenant Francisco Elisa, with directions to take possession of Nootka Sound, fortify and defend it, and use it as a base of explorations. This was done, and a series of explorations were at once entered upon. Lieutenant Alférez Manuel Quimper, in the *Princess Real*, in the summer of 1790, left Nootka and entered the Straits of Fuca, examining both shores for a distance of 100 miles. He turned southward into what was afterward called Puget Sound. Mistaking it for an inlet, he called it *Enceñada de Caamaño*. He gave Spanish names to various points in that region, all of which now bear names afterward given by Vancouver and others, except the main channel leading north, which he named "*Canal de Lopez de Haro*;" which retains its Spanish cognomen, a monument of this first visit of a civilized keel in the waters of this great Mediterranean of the Pacific coast. On the 1st of August, 1790, Lieutenant Elisa took formal possession of that region in the name of the Spanish sovereign at port "*Nuñez Guona*," now known as Neah Bay.

In 1791, Elisa again entered the Straits of Fuca, in the *San Carlos*, and made more extensive and particular explorations of the Gulf of Georgia, as far north as latitude 50°. Observing many passages extending inland, Elisa concluded "that the oceanic passage so zealously sought by foreigners, if there is one, cannot be elsewhere than by this great channel."

The most satisfactory explorations ever made by the Spanish in the Northwest were those made during 1791. But they had no longer a monopoly of discovery or trade on the coast. Other and more energetic nations had entered the lists of adventure in these seas. The new flag which the successful revolt of the British

colonies of the Atlantic coast had nailed to the mast of empire—"the stars and stripes"—was floating from the masts of a large number of vessels which were hovering along the coast and looking into every bay and inlet of their waters. Great Britain, too, having lost her colonial possessions on the Atlantic south of the St. Lawrence, was more anxious than ever to secure others on the Pacific seaboard, and nine of her vessels, under the command of her boldest and most enterprising seamen, were guarding her interests and prosecuting her purposes all along the coast. With the nine English and seven American and one Spanish vessels, vigilant and keen-eyed, and filled with a spirit of national competition for new empire, added to the vigorous explorations of the Spanish ships, there could certainly little remain unknown along the coast line of the Northwest for many months longer. So when the year 1791 had gone and 1792 had come, the time for the fulfillment of the prophecy of these preparations for decisive discovery had come. We shall follow only the story of these vessels which, during this year, made important discoveries, and established, or attempted to establish, national rights that influenced the course of after history. By the vessels representing them the governments of the United States, Great Britain, Spain, France and Portugal were all on this coast. Their conflict, however, was not that of guns, but of enterprise and discovery; one greater than that of broadsides, and determining the future of a vast empire.

The movements of the Spanish vessels were mainly limited to a repetition of the already oft repeated effort to discover a northwest passage. Spain reasoned, and correctly enough, that if her vessels were compelled to double the Cape of Good Hope and then sail around Asia to reach the northwest coast of America; or, on the other hand, to pass around Cape Horn to reach the same point, it was not worth her while to seek for possessions in northwest America. Hence, if the Straits of Anian were a myth she was ready to give up her attempts at north-

west colonization. True, the Mexican Viceroy, representing the Spanish throne, directed his vessels in these waters to thoroughly explore the Straits of Fuca and the connecting waters, and to ascertain if there were not convenient points south of the entrance of those Straits for the establishment of Spanish settlements, but these objects were subsidiary to the main purpose of finding the connecting passage between the Atlantic and the Pacific. Lieutenant Salvador Fidalgo, commanding the *Princesa*, in pursuance of this subsidiary purpose, landed at

Port Nuñez Guona—now Neah Bay—just within the entrance of the Straits of Fuca and on its south side, where he erected buildings and fortifications; but the main purpose failing, he received orders to abandon the post, and he removed everything to Nootka. With the surrender of this purpose Spanish efforts at discovery and colonization on the northwest coast practically ended, leaving only Great Britain and the United States as rivals and contestants in these fields between the fifty-second and fifty-fifth degrees of north latitude.



CHAPTER III.

EARLIEST DISCOVERIES, CONTINUED.

THE UNITED STATES BEGIN EXPLORATIONS—1791-'92—THE NORTHWEST SEAS FILLED WITH EXPLORERS—SPAIN STILL SEEKING FOR THE STRAITS OF ANIAN—SHE RETIRES FROM THE CONTEST—GREAT BRITAIN AND THE UNITED STATES SOLE RIVALS—VANCOUVER—HIS CAREFUL EXAMINATION OF THE COAST—PASSES THE MOUTH OF THE COLUMBIA—HIS JOURNAL—CAPTAIN GRAY MEETS VANCOUVER—VANCOUVER'S VOYAGE NORTHWARD INTO PUGET SOUND—RETURNS SOUTHWARD—LIEUTENANT BROUGHTON ENTERS THE COLUMBIA—DISCOVERY OF THE COLUMBIA BY CAPTAIN GRAY—ANTECEDENT MOTIVES—BOSTON ASSOCIATION FOR DISCOVERY—THE COLUMBIA AND WASHINGTON DISPATCHED—THEIR VOYAGE—THE COLUMBIA RETURNS TO BOSTON—HER SECOND VOYAGE—REACHES THE NORTHWEST COAST—MEETS VANCOUVER—THEY PART COMPANY—GRAY DISCOVERS BULFINCH HARBOR—ATTACKED BY INDIANS—ENTERS THE COLUMBIA RIVER—HIS JOURNAL—FIRST REAL KNOWLEDGE OF THE EXISTENCE OF THE GREAT RIVER—THE SHIP COLUMBIA.

THESE two rival powers were in the field: England with the stored and storied vigor of her Saxon thirst for empire; the United States with the flush and fervor of youthful nationality firing her to action, each eager, confident, determined; and each realizing the immense value of the stake for which this game of discovery was being played on these northern and western seas. First, let us read the story of Britain's cruisers and captains in 1792.

The two vessels that represented especially the interests of Great Britain in the Northwest were the *Discovery*, commanded by Captain George Vancouver, and the *Chatham*, commanded by Lieutenant W. R. Broughton.

Captain Vancouver was already acquainted with the northwest coast, having served as a midshipman with Captain Cook in his voyages of discovery, to which reference has already been made. His services had been so eminent that he had reached the post of captain in the royal navy, and such was the confidence his government reposed in him that he was made commissioner to carry out the provisions of the Nootka treaty between England and Spain. For this purpose he was on the coast; but England, ever awake to ulterior advantages, directed him to connect discovery with diplomacy, and especially to examine the "supposed Strait of Juan de Fuca, said to be situated be-

tween the forty-eighth and forty-ninth degrees of north latitude." He had arrived off the coast of California, near Cape Mendocino, in April, 1792. He lost no time in entering on a very careful examination of the coast from the point of his arrival northward; and, as so much of the subsequent history of the Northwest turned on the discoveries of the English captain, George Vancouver, and the American captain, Robert Gray, we shall follow the story of their voyages more minutely than we have those of any other navigators.

Captain Vancouver with his lieutenant, Broughton, sailed slowly northward. Their examinations of the shore-line were minute. Near the forty-third degree of latitude they sought carefully for the river which the Spanish navigators had represented on their charts as entering the Pacific at that point, but could not find it. On his way up the coast Vancouver observed very carefully the "Deception Bay" of Mears, which the Spanish charts represented as the mouth of a river. That our readers may see just the conclusion reached by this really great English navigator as he passed up the Oregon coast, and by the mouth of the great River of the West, we give quotations from his carefully and ably written journals. He writes under date of April 27:

"Noon brought us up into a conspicuous point of land, comprised of a cluster of hummocks, moderately high and projecting into the sea. On the south side of this promontory was the appearance of an inlet, or small river, the land not indicating it to be of any great extent; nor did it seem to be accessible for vessels of our burden, as the breakers extended from the above point two or three miles into the ocean, until they joined these on the beach, nearly four leagues further south. On reference to Mr. Mears' description of the coast south of this promontory, I was first induced to believe it was Cape Shoalwater; but, on ascertaining its latitude, I presumed it to be that which he calls Cape Disappointment, and the opening south of it Deception Bay. This cape we found

to be in latitude of forty-six degrees nineteen minutes, longitude 236 degrees 6 minutes east. The sea had now changed from its natural to river-colored water, the probable consequence of some streams falling into the bay or into the opening north of it, through the low land. Not considering this opening worthy of more attention, I continued our pursuit to the northwest, being desirous to embrace the advantages of the now prevailing breezes and pleasant weather, so favorable to an examination of the coasts."

Thus Captain George Vancouver swept by the mouth of the great river only two weeks before Captain Robert Gray turned the prow of the Columbia into its crystal waters, having, as he believed, ascertained that "the several large rivers and capacious inlets, that have been described as discharging their contents into the Pacific, between the fortieth and forty-eighth degrees of north latitude, were reduced to brooks insufficient for our vessels to navigate, or to bays inaccessible as harbors for refitting. As justifying this conclusion, on the 29th of April he gave the following somewhat elaborate statement of his reasons for making it:

"Considering ourselves now on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known, without obtruding a short remark on that part of the continent, comprehending a space of nearly 215 leagues, on which our inquiries have been lately employed, under the most fortunate and favorable circumstances of wind and weather. So minutely has this extensive coast been inspected that the surf has been constantly seen to break on its shores from the mast-head; and it was but a few small intervals only our distance precluded its being visible from the deck. Whenever the weather prevented our making free with the shore, or on our heading off for the night, the return of fine weather and of daylight uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast

we had previously seen. An examination so directed, and circumstances so concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings, as also the position of all its conspicuous points, ascertained by meridional altitudes for the latitude, and observations for the chronometer, which we had the good fortune to make constantly once, and in general twice, every day, the preceding one only excepted. It must be considered a very singular circumstance that, in so great an extent of sea-coast, we should not until now have seen the appearance of any opening in its shore which presented any prospect of affording a shelter, the whole coast forming one compact and nearly straight barrier against the sea."

The day on which Vancouver had written these statements had not passed before a sail was discovered to the westward, standing in shore. She soon hoisted the stars and stripes and fired a gun to leeward. At six she was within hail, and proved to be the ship *Columbia*, Captain Robert Gray, nineteen months from Boston. Captain Vancouver requested him to "bring to," and sent Mr. Puget and Mr. Menzie on board the *Columbia* to obtain such information as might be serviceable to the English captain in his future operations. This mainly relating to the Straits of Fuca and the waters connecting therewith, was very courteously communicated by Captain Gray. He also communicated another piece of information to which Vancouver gave little or no credit, and to which he makes the following reference:

"He likewise informed them—Mr. Puget and Mr. Menzie—of his having been off the mouth of a river, in the latitude of $46^{\circ} 10'$, where the outset or reflux was so strong as to prevent his entering for nine days. This was probably the opening passed by us on the forenoon of the 27th, and was apparently inaccessible, not from the current, but from the breakers that extended across it."

But the English captain's mind was not at rest, and it is plain to be seen from the tone of

his journal that he was both asking himself, "What if I have made a mistake?" and at the same time trying to justify his conclusions by arguments that would palliate his doubts. So he recurs to the subject again on the day after his meeting with the *Columbia*, as follows:

"The river mentioned by Mr. Gray should, from the latitude he assigned to it, have existence in the bay south of Cape Disappointment. This we passed in the forenoon of the 27th, and, as I then observed, if any inlet or river should be found, it would be a very intricate one, and inaccessible to vessels of great burden, owing to the reefs and broken water, which then appeared in its neighborhood. Mr. Gray stated that he had been several days attempting to enter it, which, at length, he was unable to effect, in consequence of a very strong outset. This is a phenomenon difficult to account for, as, in most cases, where there are outlets of such strength on a seacoast there are corresponding tides setting in. Be that, however, as it may, I was thoroughly convinced, as were most persons of observation on board, that we could not possibly have passed any safe, navigable opening, harbor, or place of security for shipping, on this coast from Cape Mendocino to the promontory of Classet [Cape Flattery], nor had we any reason to alter our opinion, notwithstanding that theoretical geographers have thought proper to assert in that space the existence of arms of the ocean communicating with a Mediterranean sea, and extensive rivers with safe and convenient ports."

Having thus apparently argued himself into the assurance that he was right and the American captain wrong in regard to the existence of an important river on that portion of the coast, the British navigator proceeded to his survey of the Straits of Fuca, and the American captain bore toward the opening of "Deception Bay."

Before taking up the story of Gray's voyage, we need to follow Vancouver and Broughton in their survey of the Straits of Fuca and the adjacent and connecting waters, as their survey of these fall within the limits of country and time to which our history is intended to be confined.

On the first of May they sailed from Cape Flattery eastward, along the coast, following the track of the Spanish navigators. Vancouver named the Port Quadra of Quimper, Port Discovery, after the name of his vessel. Just eastward of this port he entered the mouth of the Canal de Caamano, as it was called by the same Spaniard, which he called Admiralty Inlet. This he explored to its head, more than a hundred miles from the straits, and the southernmost extension of it he named Puget's Sound, while its western branch he called Hood's Canal, and its eastern Possession Sound. On the shore of Possession sound the English landed on the 4th of June, and celebrated the birthday of their sovereign by taking possession in his name, and "with the usual formalities, of all that part of New Albion, from the latitude of 39 degrees 20 minutes north, and longitude 236 degrees 26 minutes east, to the entrance of the inlet of the sea, said to be the supposed Strait of Juan de Fuca, as also all the coasts, islands, etc., within the said Strait, and both its shores." To this region thus claimed they gave the appellation of New Georgia.

After completing his survey of these waters, Vancouver sailed to Nootka to attend to his duty as royal commissioner, as before explained. This attended to he again turned his vessel southward, for the story of Captain Gray about the mouth of a great river was still exciting, if not troubling him. On the 20th of October he was again off Deception Bay. Lieutenant Broughton in the Chatham entered the mouth of the river on that day, but Vancouver was unable to take in the Discovery, and being still of the opinion that the stream was inaccessible to large ships sailed for the bay of San Francisco, which he had appointed as the rendezvous for his vessels in case of separation.

This was the close of Captain Vancouver's work on the north Pacific coast. Lieutenant Broughton spent some time in the river, reaching in a row-boat a point of land he named Point Vancouver, in honor of his captain, a place which has retained the name of the English

navigator through all the changes of discovery and history.

We are now ready to turn to the story of the discovery of the great River of the West by Captain Robert Gray. As the expedition which resulted in this most important event was distinctively American, and was undertaken so soon after the United States had achieved independence and became a recognized force among the world's great powers, it seems proper that we give it a somewhat particular setting forth. Besides it was that one venture that thus early gave the United States high place in the history of maritime adventure and discovery, and, so far as claims from discovery and prior occupancy of any regions can, under international reasons, give any country a right to the possession and ownership of newly discovered uncivilized lands, furnished the decisive ground for America's claim to Oregon. It will be well, therefore, if we, as Americans, pause long enough here to get both the antecedent motives and the real story of this expedition clearly set in our minds.

For the unknown ages "The Oregon" had rolled unseen "through the continuous woods" to the sea. From the middle of the sixteenth century the discoverers and adventurers of France and Spain and Portugal and England, as well as the "Freebooters" of all climes, had been sailing all oceans and spying all shores in keen quest of new lands to add to old dominions, or of treasures of gold and silver and precious stores to make more plethoric their national treasures, or add new luster to their jeweled crowns. The independent rovers sought for any prize on ship or shore that could add to their accumulated spoils, either of "beauty or booty." The Pacific ocean was the great field of their unrestrained roam. From the capitals of Europe it was across the Atlantic ocean and the American continent on the one side, and on the other behind the Indian seas and Asia; the largest continent of the globe. There they were secure from the direct interference of courts or kings, and limited only by their own wills or strength came and

went at their pleasure. From island to mainland they coursed the ocean. From the Behring seas to Patagonia they traced the shore-lines of America. They discovered capes and headlands, bays and straits until they supposed they had charted all the coast. Thus their work went on until 1780, and even later, and still "The Oregon" rolled unseen to the sea.

A story that had come at last to seem a myth of some great "River of the West" that went down from the mountains toward the west, had floated, in some mysterious way, into the thoughts of geographers and explorers, and even a name—Oregon—had been given to it; but no eye save that of whatever barbarous hordes might dwell in its primeval solitudes had ever seen its springs or traced its course or noted its issue into the ocean. Faith in its existence was well nigh lost. How could it have been otherwise? It had been one great object of the quest of the navigators along the western coast. Mears and Cook and Vancouver, and all the navigators of the Pacific coast had sought for its mouth everywhere from San Diego to where the Russian Bear guarded the bleak headlands of Muscovian America, and it could not be found. For them it did not exist. Still, in another quarter and among another people, events were drawing toward a conclusion that would greatly change international relations on the western coast, and instate a specifically American power among the European claimants of its soil and sovereignty. Let us see what they were.

The publication in 1784 of Captain Cook's journal of his third voyage awakened, not in England only, but in New England as well, a profound interest in the possibility of an important and profitable trade on the Northwest coast. In Boston a number of gentlemen took up the matter seriously, and determined to embark in the enterprise on their own account. The leading spirit among them was Joseph Barrell, a gentleman of cultivated tastes, wide knowledge of affairs, high social standing, and acknowledged influence. Associated with him in close relationship was Charles Bulfinch, a recent

graduate from Harvard, and who had just returned from pursuing special studies in Europe. The other patrons of the enterprise conceived by these gentlemen were Samuel Brown, a prosperous merchant; John Derby, a shipmaster of Salem; Captain Crowell Hatch, a resident of Cambridge; and John Mintard Pintard of the New York house of Lewis Pintard & Co. These six gentlemen subscribed over \$50,000, and purchased the ship *Columbia*, or, as it was afterward often called, *Columbia Rediviva*.

The *Columbia* was a full-rigged ship, eighty-three feet long and of 212 tons' burden. A consort was provided for her in the *Washington*, a sloop of ninety tons, designed for cruising among the islands and in the inlets of the coast in the expected trade with the Indians. Small as these vessels seem to us in this day of ponderous steamships, they were staunchly built, and manned by skillful navigators. As captain of the *Columbia* the company selected John Kendrick, an experienced officer, forty-five years of age, who had done considerable privateering in the Revolutionary war, and had since commanded several vessels in the merchant service. For the charge of the *Washington* Captain Robert Gray, an able seaman, who had been an officer in the Revolutionary navy, and a personal friend of Captain Kendrick, was chosen. These able and experienced leaders had equally able subordinates. These were Simeon Woodruff, who had been one of Captain Cook's officers in his last voyage to the Pacific, Joseph Ingraham, destined to be a conspicuous figure in the trade they were to inaugurate; and Robert Haswell, son of a lieutenant in the British navy.

On the 30th day of September, 1787, the two vessels in company sailed out of Boston harbor on their long voyage. It is not necessary to our history to trace that voyage by the Cape Verde and Falkland Islands, around Cape Horn and up the Pacific sea. On the way, on the morning of April 1, 1788, the vessels were separated in a storm, and each pursued the voyage on its own account. The *Washington* with Captain Gray first saw the coast of New Albion,

in latitude 41 degrees, near Cape Mendocino, on the 2d day of August. Sailing up the coast, in latitude 44° 20', they entered a harbor, which they took to be "the entrance of a large river, where great commercial advantages might be reaped." Still farther up the coast they "made a tolerably commodious harbor" and anchored half a mile off shore. Here they were assailed by the Indians and the vessel very narrowly escaped capture. They gave the place the appropriate name of "Murderers' Harbor." It was probably Tillamook Bay. Haswell, who kept a very circumstantial journal of the expedition, thought it "must be the entrance of the River of the West," though he considered it "by no means a safe place for any but very small vessels to enter." Captain Gray was glad to get safely rid of "Murderers' Harbor" and pursue his northward voyage. He had so good a breeze that he "passed a considerable length of coast without standing in, thus sweeping directly by the mouth of the Great River, of the existence of which his maps and charts had only some vague and entirely supposititious suggestions. The chronicler of his voyage made no allusion to any circumstances that would indicate that they had the slightest idea that any such river really entered the ocean in this "length of coast." Farther north, on August 21, they saw "exceedingly high mountains covered with snow." They pass the Straits of Fuca without noting them, although their journalist says: "I am of the opinion that the Straits of Juan de Fuca do exist, though Captain Cook positively asserts they do not." On the 16th day of August the Washington reached its destined harbor in Nootka Sound; finding two English vessels under Portuguese colors at anchor there, the Felice under Captain Means and the Iphigenia under Captain Douglas, both of whom received the little sloop with hospitable friendliness.

Three days later the Englishmen launched a small schooner, which they named "North West America." This was the first vessel ever built on the coast. It was gala day, English-

men and Americans cordially joining in its salutes and festivities.

On the 23d of August the Columbia, which had been separated from the Washington for nearly five months, appeared in the offing; and thus after nearly eleven months from their clearance from Boston these historic vessels were reunited again on the other side of the continent, and Captain Kendrick again assumed charge of the expedition.

Although, in this expedition, the mouth of the mythical Great River was not discovered, yet the knowledge gained of the coast by Captain Gray stood him in good stead, when four years later, in command of the Columbia, he was again upon the northwest coast.

When the vessels had fulfilled their intended stay on the coast, Captain Kendrick, as commander of the expedition, decided to put the ship's property on board the sloop and go on a cruise with her himself, while Captain Gray should take the Columbia to Boston by the way of the Sandwich Islands and China. The incidents of her voyage are interesting, but they are not in the course of our narrative. It suffices to say that she left the harbor of Clayoquot July 30, 1789, and reached her destination on the 10th of August, 1790, having sailed, by her log, 50,000 miles.

This voyage of the Columbia gave the vessel, her officers and owners great eclat. Governor John Hancock gave an entertainment in their honor. Though the profits of the voyage were small, it was an achievement to be proud of, and had prepared the way for more profitable trade in subsequent years. The owners of the ship therefore immediately projected a second voyage for her. She was put in perfect order, with new masts and spars and a complete outfit, and again left Boston on the 28th of September, 1790, with Captain Gray in command and a well-selected corps of officers and a complete crew. Stopping only at the Faulkland Island for a few days, Captain Gray sailed directly to Oloyoquot, arriving there on the 4th day of June, 1791.

The instructions of Captain Gray contemplated a season's trade with the natives on the coast, then a visit to China for the sale of the furs he might obtain. He was charged not to visit any Spanish port, not to trade with any of the subjects of his Catholic majesty "for a single farthing." Gray found the natives very treacherous and cruel. Three of his men were massacred. In July Captain Kendrick in the *Washington* arrived from China, and the two vessels and commanders were reunited near where they separated two years before,—the one, *Columbia*, having made the circuit of the world.

In February, 1792, a plot was laid by the Indians for the capture of the ship. The crafty chiefs had endeavored to bribe Attoo—a Hawaiian lad, who had been taken by Captain Gray from the Sandwich Islands when on his way to China, and who had remained with him until now—to wet the ship's firearms and give them a lot of musket balls; promising to make him a great chief. He informed the captain of the plot. Gray was greatly excited. His heavy guns were all on shore, but he ordered the swivels loaded, the ship's people to come on board, and the ship to be unmoored from the shore and moved out from the bank. At midnight the warwhoop of the Indians resounded through the forests. Hundreds of the savages had assembled, but on finding their plans frustrated by Gray's precautions they instantly dispersed.

On the 23d of February, a sloop, which was built by the men of the *Columbia* and named the *Adventurer*, was launched. This was the second vessel that was built on the coast. She was fitted up, secured her stores, and went northward on a cruise under the command of Haswell. And by this course of events we are brought up to a date and an incident that took the name of the *Columbia*, and of Captain Gray, her commander, out of the list of ordinary ships and ordinary commanders and fixed them in a place of transcendent and enduring fame. To this incident let us now carefully attend.

Captain Gray now started on a cruise southward. On the 29th of April, 1792, he fell in with Vancouver, who had been sent from England with three vessels of the royal navy as commissioner to execute the provisions of the Nootka treaty, and to explore the coast. Vancouver said he had made no discoveries as yet, and inquired if Gray had made any. Gray replied that he had; that in latitude 46° and 10' he had recently been off the mouth of a river, which for nine days he had tried to enter, but the outset was so strong as to prevent it, but he was going to try it again. Vancouver said this must be the small opening he had passed two days before, which he thought might be a small river, inaccessible because of the breakers extending across it. Of it Vancouver wrote in his journal: "Not considering this opening worthy of mention, I continued our pursuit to the northwest."

What a turn was this in the affairs of men and the destiny of the world. Had the British navigator really seen the river it would certainly have had another name, and the Pacific coast another history.

The two navigators, the Briton and the American, parted here, Vancouver continuing his "pursuit to the northwest," and Gray sailing southward in the track of destiny and glory.

On the 7th of May he saw an entrance into a bay, in latitude 46 degrees 58 minutes, "which had a very good appearance of a harbor," and bore away and ran in. This he called Bulfinch Harbor, but it was soon after designated as Gray's Harbor as a deserved compliment to Gray, by which name it still is and always will be known. Here on a moonlight night he was attacked by the natives and was obliged to fire upon them in self-defense. On the 10th of May he resumed his course to the south, and at daybreak on the 11th saw the entrance of his desired port. As he drew near, about eight o'clock, he bore away with all sails set, ran directly in between the breakers, and to his great delight found his ship in a large river of fresh water up which he steered ten miles. Here, rather

than change the phraseology of Captain Gray, we give the exact language of the Columbia's log from May 7th to May 21, 1792, at which date she was again on her way to the north, and sailing away from the bold headland of "Cape Hancock:"

May 7, 1792, A. M.: Being within six miles of the land, saw an entrance in do., which had a very good appearance of a harbor; lowered away the jolly-boat and went in search of an anchoring place, the ship standing to and fro, with a very strong weather current: at 1 P. M. the boat returned, having found no place where the ship could anchor with safety; made sail on the ship—stood in for the shore; we soon saw, from our masthead, a passage in between the sand bars; at 3:30 bore away and ran in northeast by east, having from four to eight fathoms, sandy bottom; and, as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem; many canoes alongside. At 5 P. M. came to in five fathoms of water, sandy bottom, in a safe harbor, well sheltered from the sea by long sand-bars and spits; our latitude observed this day was 46° 58' north.

May 10: Fresh breezes and pleasant weather. Many natives alongside; at noon all the canoes left us; at 1 P. M. began to unmoor; took up the best bower anchor and hove short on the small do.; at Bulfinch's Harbor, now called Whitby's Bay, 4:30 being high water, hove up the anchor and came to sail and a beating down the harbor.

May 11, 7:30: We were out clear of the bars, and directed our course to the southward, along shore. At 8 P. M. the entrance of Bulfinch's Harbor bore north, distance four miles: the southern extremity of the land bore south south-east one-half east, and the north do. north north-west; sent up the main topgallant yard and set all sail; at 4 A. M. saw the entrance of our desired port, bearing east southeast, distance six leagues in steering sails, and hauled our wind in shore: at 8 A. M., being a little to windward of the entrance of the harbor, bore away, and in

east northeast between the breakers, having from five to seven fathoms of water. When we were over the bar we found this to be a large river of fresh water, up which we steered; many canoes came alongside. At 1 P. M. came to, with small bower, in ten fathoms; black and white sand; the entrance between the bars bore west southwest, distance ten miles; the north side of the river half a mile distant from the ship, the south side do., two and a half miles distant; a village on the north side of the river, west by north, distant three-quarters of a mile. Vast numbers of natives came alongside; people employed in pumping the salt water out of our water-casks in order to fill with fresh while the ship floated in. So ends.

May 14: Fresh gales and clondy; many natives alongside. At noon weighed and came to sail, standing up the river northeast by east. We found the channel very narrow. At 4 P. M. we had sailed upward of twelve or fifteen miles, when the channel was so very narrow that it was almost impossible to keep in it; having from three to eighteen fathoms of water, sandy bottom; at 4:40 the ship took ground, but she did not stay long before she came off without any assistance; we backed her off stern foremost, into three fathoms, and let go the small bower, and moored ship with kedge and hawser; the jolly-boat was sent to sound the channel out, but it was not navigable any farther; so, of course, we must have taken the wrong channel. So ends, with rainy weather; many natives alongside.

Tuesday, May 15: Light and pleasant weather; many natives from different tribes^c came alongside. At 10 A. M. unmoored and dropped down with the tide to a better anchoring place. Smiths and other tradesmen constantly employed. In the afternoon Captain Gray and Mr. Hoskins, in the jolly-boat, went on shore to take a short view of the country.

May 16: Light airs and clondy. At 4 A. M., hove up the anchor and towed down about three miles with the last of the ebb-tide; came into six fathoms, sandy bottom, the jolly-boat sounding

the channel. At 10 A. M. a fresh breeze came up the river. With the first of the ebb-tide we got under way and beat down the river. At 1, from its being very squally, we came to, about two miles from the village of Chinook, which bore west-northwest. Many natives alongside; fresh gales and squally.

May 18—Pleasant weather; at 4 in the morning, began to heave ahead; at 4:30, came to sail standing down the river with the ebb-tide; at 7, being slack water and the wind flattering, we came to in five fathoms, sandy bottom; the entrance between the bars bore southwest by west, distance three miles, the north point of the harbor bore northwest, distance two miles; the south bore southeast, distance two miles; the south bore southeast, distance three and a half miles; at 9 a breeze sprung up from the eastward; took up the anchor and came to sail, but the wind soon came flattering again; came to with the kedg and hawser; veered out fifty fathoms. Noon, pleasant; latitude observed, $46^{\circ} 17'$ north. At 1 came to sail with the first ebb-tide, and drifted down broadside, with light airs and strong tide; at three-quarters past, a fresh wind came from the northward; wore ship and stood into the river again. At 4 came to in six fathoms; good holding ground, about six or seven miles up; many canoes alongside.

May 19: Fresh winds and clear weather. Early a number of canoes came alongside; seamen and tradesmen employed in their various departments. Captain Gray gave this river the name of Columbia river, and the north side of entrance Cape Hancock, the south side Adams Point.

May 20: Gentle breeze and pleasant weather. At 1 P. M., being full sea, took up the anchor and made sail, standing down river; at 2 the wind left us, we being on the bar with very strong tide, which set on the breakers; it was not possible to get out without a breeze to shoot her across the tide, so we were obliged to bring up in three and a half fathoms, the tide running five knots; at 2:45 a fresh wind came in from the seaboard, we immediately came to sail and

beat over the bar, having from five to seven fathoms of water; a breeze came from the southward; we bore away to the northward, set all sail to the best advantage. At 8 Cape Hancock bore southeast, distant three leagues; the north extreme of the land in sight bore north by west. At 9, in steering and topgallant sails. Midnight, light airs.

May 21: At 6 A. M. the nearest land in sight bore east southeast, distant eight leagues. At 7 set topgallant sails and light stay-sails. At 11 set steering sails fore and aft. Noon, pleasant, agreeable weather; the entrance of Bulfinch's Harbor bore southeast by east half east, distant five leagues."

This departure of the ship *Columbia*, with her gallant captain and crew, from the mouth of the great river henceforth to bear the name of the vessel whose keel first cleft its bosom, closes the most eventful and thrilling chapter of American discovery and adventure on the northwest coast. Up to this time the "Great River of the West" had been but a dream, a vague and uncertified conjecture. Henceforth it is an ascertained and certified reality; and after all the efforts of jealous rivals for the fame of the important discovery, it must forever remain true that on the 11th day of May, 1792, the first real knowledge of the existence of this mighty stream was gained by a civilized man, and the name it bears forever monuments the day and the deed and the name.

Undoubtedly Carver, to whom the word Oregon is traced, may have heard of the river in 1767 from the Indians of the Rocky Mountains; and Heceta in 1775 was near enough to its mouth to believe in its existence; and Mears in 1788 named Cape Disappointment and Deception Bay; but none of these saw the river, nor really knew it existed. Mears, whose claim as its discoverer England maintained so long and strenuously, showed by the very names he gave the cape and the bay that he was deceived about it. And, to conclude the argument against himself, he gave not the slightest suggestion of the river on his map. The honor

of discovery must forever rest with Gray. His was the first ship to cleave its waters; his the first chart ever made of its shores; his the first landing ever effected there by civilized men, and the name he gave it has been universally accepted. The flag he there threw to the breeze was the first ensign of any nation that ever waved over these unexplored banks, and the ceremony of occupation that he performed was something more than a meaningless pastime. It was a serious act performed of national significance, and was by him reported to the world as soon as possible. And when we remember that as a result of this came the expedition of Lewis and Clarke in 1804 and 1805, and the American settlement of Astoria in 1811—to say nothing of the diplomatic acquisitions of the old Spanish rights by the United States—we may safely say that the title of the United States to the Columbia river and the country drained by its waters became incontestable. And hence the outcome of the “Oregon question” in 1846.

Though with their departure from the river the Columbia and her officers and crew ceased to have any active association with the history and development of the region for which they had done so much, yet patriotism as an American requires that in a few sentences we trace their history to its end.

The Columbia remained upon the northwest coast during the summer of 1792, and Captain Gray pursued an industrious trade in furs with the Indians under many disadvantages and attended by many dangers. In the autumn he hoisted sail for home, by the way of the Sandwich Islands and China, amid the cheers of his crew, who sang a joyous “homeward bound” as they spread the canvas to the breeze. At last, after all her roving, the good ship reached Boston July 29, 1793, having immortalized, if not enriched, her owners, officers and crew,— which is, after all, the greatest possible enrichment.

In a few years the ship was worn out and dismantled, and soon her chief officers all passed away. Kendrick never returned to America. Gray commanded several vessels after this and died at Charleston, South Carolina, in 1806. Ingraham became an officer in the navy, and went down with the ill-fated brig Pickering in 1800. Davidson was lost on the Rover in the Pacific, and Haswell sailed for the last time in 1801, and was also lost on the return voyage. Their names, however, will always be associated with the ships they sailed and served so well, and as long as the “Great River of the West” flows to the sea so long will the “Columbia” be gratefully and proudly remembered by the American people.



CHAPTER IV.

OVERLAND EXPLORATIONS.

SPAIN LED MARITIME DISCOVERIES—FRANCE LED LAND EXPLORATIONS—NEW CONDITIONS AND COMBINATIONS—ENGLAND'S POSITION—MCKENZIE'S JOURNEYS—IMPORTANT COINCIDENCE—JEFFERSON'S PROPOSITION—LEWIS AND CLARKE—INSTRUCTIONS TO THEM—LOUISIANA CEDED—LEWIS AND CLARKE SET OUT—TRIP OVER THE "STONY MOUNTAINS"—VOYAGE DOWN SNAKE RIVER—REACH THE OCEAN—WINTER QUARTERS—START HOMEWARD—DISCOVERY OF THE WILLAMETTE RIVER—YELLEPT—TRAVEL UP THE NEZ PERCES TRAIL—REACH THE UNITED STATES—MR. JEFFERSON'S STATEMENT—LEWIS MADE GOVERNOR, AND CLARKE GENERAL AND INDIAN AGENT—CAPTAIN JONATHAN CARVER—FIRST USES THE NAME "OREGON"—CAPTAIN J. C. FREMONT'S EXPEDITIONS—ROUTE OF TRAVEL—VISITS SALT LAKE—REACHES THE DALLES—VISITS VANCOUVER—WINTER JOURNEY TO CALIFORNIA.

THE course of our narrative, during the long period of time in which the Pacific coast of North America was being slowly brought to the knowledge of civilized man shows that the Frenchman and the Spaniard were the pioneers of exploration in that region both by sea and land. Spain led the maritime nations in distant and successful voyages. The voyage of Columbus under the auspices of Ferdinand and his noble queen Isabella, whose reign over the united kingdoms of Castile and Aragon gave Spain so much glory in that adventurous and chivalrous age, had kindled every maritime Spaniard into a very knight of the seas, and inspired the whole nation with a burning zeal for discovery and conquest of distant lands. For Spain the times were propitious. Her rulers were among the greatest and most renowned of all ages of the world. Ferdinand and Isabella were succeeded by Charles the Fifth, one of the most enlightened and powerful monarchs that ever sat on any throne. He was succeeded by his son Philip, who, though haughty and imperious, so carried forward the ideas and purposes of his great father that his kingdom reached the very zenith of power and influence in the councils of the European monarchs. The woe pronounced upon a "land whose king is a child" could not fall upon Spain during this period. Weak and lusterless as may now be the condition of the Spanish nation, and little as

her power is felt or feared in the world to-day, then even the Saxon asked privileges of the Castilian, and measured his own power by the standard of the other's greatness. Under the impulse thus pervading the Spanish nation, her banner was pushed into every sea, and her cavaliers led all armies of distant conquest, especially in the new world. Other portions of our history illustrate what here we need only announce.

While Spain led maritime discoveries, the facile and plastic Frenchman led the land explorations into the interior of the western continent. France had a strong holding on the eastern shore of America north of the St. Lawrence,—a point of great advantage in inter-continental explorations. In addition to this she had planted her colonies at the mouth of the Mississippi, and stretched a cordon of posts southeastward from Quebec to the Ohio, thus hemming the English into a comparatively narrow belt of country on the Atlantic seaboard, and leaving free to her adventurous roamers the vast and as yet unknown regions that stretched westward and northward, no one could tell how far or how wide. The French pushed their advantages by land, as did Spain hers by sea, and as early as 1743 their explorations had reached the heart of the Rocky mountains. From Canada and from Louisiana, up the lakes and up the Mississippi

and Missouri rivers, the Frenchman's pirogue kept movement with the voyageurs' songs as these care-free men from France pushed their trade and travel into the middle of the continent. The French and English war of 1756, however, by giving England the opportunity to wrest Canada from the weakened grasp of France, put a sudden stop to her movements in the line of explorations from that province, and opened the same opportunity to England that France had previously enjoyed. But, though the opportunity was before her, Great Britain was so fully occupied with her European difficulties, and the care of her American colonies, already growing restive under the grievances of her misrule, demanded so much of the attention of her parliament and rulers, that she could attempt nothing further than to hold her "coign of vantage" securely for at least a quarter of a century.

During the progress of this quarter of a century new conditions and combinations had arisen. England lost all her colonies on the Atlantic coast south of the St. Lawrence. France had sold Louisiana to Spain. Thus England's opportunities were contracted, those of France were destroyed, and the new republic of America was as yet unable to enter the field of exploration and colonization. At this period the continental position was this: Spain, after her purchase of Louisiana from France, had proprietary claim to all the country west of the Mississippi river to the Pacific ocean, with no very clearly defined northern limit to her claims. England held the country northward of the great lakes and the St. Lawrence river, extending indefinitely westward, above the forty-ninth parallel of latitude. The United States held actually only the country east of the summits of the Alleghany mountains, including the six New England States and New York, and had ownership of all the country westward of the Alleghanies which England had conquered from France in the war of 1756. These were the powers that, after the American Revolution, stood looking to the yet unknown West as the place for the

future aggrandizement of their respective fortunes, and this was the condition in which they looked to the future and prepared for its issues.

The advantages of the condition were with Great Britain. She had grown to be the leading power of Europe. Already the swing of conquest was in the movement of her legislation and her peoples. While the wars of the past twenty years had taxed, they had not impoverished her. She was strong, consolidated, ambitious, courageous; and she was Saxon,—the blood of endurance and conquest.

Spain held her position in the south and west by a precarious tenure, and she so felt the feebleness of that tenure that she neither made nor cared to make any vigorous movements to extend her possessions or to strengthen her holding in America. The United States, geographically, held the center of opportunity, but the almost chaos of the era that followed the close of the Revolutionary war was over the face of her political history, and she needed time in which to gird herself for the strain of the future. But she had the strength to wait, for she, too, was Saxon. And so, with the parties in direct interest in the movements that were so surely to follow preparing for the race of empire westward, we come to the real opening of the era of discoveries by land westward of the great mountains.

These were begun solely by private enterprise for individual gain. They early reached the Athabasca and Saskatchewan. But the field was too great for individual resources, and besides the Hudson's Bay Company entered the field with a combination which could only be met by combination. So the Northwest Company of Montreal was formed in 1784 for the express purpose of meeting and overcoming the competition of the Hudson's Bay Company, which had proved so ruinous to the individual traders who had ventured into the country before. In a very few years this became a most prosperous and powerful organization, and its traders and explorers filled all the country east

of the Rocky mountains as far north as the Arctic and as far south as the Missouri.

The great headquarters of this company was at "Fort Chippewyan" on Lake Athabasca, and were under the charge of Alexander Mackenzie, a very resolute and able man, whose enterprise in explorations stamped his name on the geography of all the west and north. In 1791 he organized a small party for a western exploration, intending to prosecute his journey until he reached the Pacific ocean. He had, two years before, discovered the river that bears his own name, and followed it from its source in Great Slave lake to where it discharges its waters into the Arctic ocean. Having thus ascertained the character and extent of the country to the northwest, he was determined to develop the character of that to the west by the expedition on which he was now entering. He left Fort Chippewyan on the 10th of October, 1791, and with much difficulty ascended the Peace river from Lake Athabasca to the foot of the Rocky mountains, where the party encamped for the winter. In June of the following year he resumed his journey, still following up the same stream, which he traced to its source near the fifty-fourth parallel of latitude and distant about 1,000 miles from its mouth. Only a short distance from the springs of the Peace river he came upon those of another stream flowing westward, called by the natives *Tacoutchee Tessee*, down which he floated in canoes about 250 miles. Leaving the river, he then proceeded westward overland, and on the 22d of July, 1792, reached the Pacific ocean, at the mouth of an inlet in latitude $52^{\circ} 10'$. This inlet had, only a few weeks previously, been surveyed by the fleet of Vancouver; and thus Mackenzie had connected the land and water explorations of Great Britain on the Pacific coast.

Mackenzie reached the coast far north of the mouth of the river on which he had sailed in his canoes so far to the southwest. On his return to Fort Chippewyan, late in August, 1792, he learned of the discovery of the mouth of the Columbia by Captain Gray, when he at once

concluded that the stream he had followed so far was the upper part of that river, and it was so considered by geographers until 1812, or twenty years after Mackenzie's journey, when Simon Fraser, of the same company as Mackenzie, traced it to its mouth in the Gulf of Georgia, a little north of the forty-ninth degree of latitude. Since that time it has been known as Fraser's river. To Alexander Mackenzie doubtless belongs the honor of making the first journey down the western slope of the great Rocky mountain chain to the Pacific ocean, though it was made wholly north of the parallel that was subsequently fixed as the boundary line between the British possessions on the American continent and the United States.

It is a somewhat striking coincidence that the first important American movement for an exploration by land of the country lying on the north Pacific coast was made the same year that Mackenzie accomplished his journey to the Pacific and that Captain Gray sailed into the mouth of the Columbia river. Thomas Jefferson, at that time the representative of the United States Government at the court of Versailles, became deeply interested as an American in this great western region. He proposed to the American Philosophical Society that a subscription be raised for the purpose of defraying the expenses of an exploration, and a person be employed competent to conduct it. He wished it to "ascend the Missouri river, cross the Stony mountains, and descend the nearest river to the Pacific." His suggestion was acted upon by the society, and Captain Meriwether Lewis, on the recommendation of Jefferson, was selected to lead the expedition; and Andre Michaux, a distinguished French botanist, was chosen to accompany him. They proceeded as far as Kentucky, when Mr. Michaux was recalled by the French minister at Washington and the expedition was given up.

The next movement for the accomplishment of the same purpose was while the treaty was pending between Mr. Jefferson, then President of the United States, and Napoleon, then ruler

of France, for the transfer of the claims of France to the whole Northwest to the United States. On the 18th of January, 1803, the president transmitted a special message to Congress in which he incorporated a recommendation that an official expedition be dispatched on the same errand contemplated in the one that had been abandoned. An ample appropriation was made, and again Captain Lewis, then private secretary to the president, was chosen to conduct it. He selected William Clarke as his associate.

The instructions issued to these gentlemen by Mr. Jefferson, while specific as to purpose, were broad as to geographical extent. In them he says:

"The object of your mission is to explore the Missouri river and such principal stream of it as, by its course and communication with the waters of the Pacific ocean, whether the Columbia, Oregon, Colorado, or any other river, may offer the most direct and practicable water communication across the continent for the purposes of commerce."

They were directed to thoroughly inform themselves of the extent and number of the Indian tribes, their customs, and degrees of civilization, and to report fully upon the topography of the regions through which they passed, together with the character of the soil, natural products, animal life, mineral resources, climate, and to inquire particularly into the fur trade and the needs of commerce. When these instructions were given, Louisiana had not been ceded to the United States, and hence Mr. Jefferson continued:

"Your mission has been communicated to the ministers here from France, Spain and Great Britain, and through them to their governments, and such assurances given them as to its objects as we trust will satisfy them. The country of Louisiana having been ceded by Spain to France, the passport you have from the minister of France, the representative of the present sovereign of that country, will be a protection with all its subjects; and that from the minister

of England will entitle you to the friendly aid of any traders of that allegiance with whom you may happen to meet."

A few days before the expedition was ready to start the joyful intelligence was received that France had formally ceded Louisiana to the United States; hence the passport of the representative of the French government at Washington was not needed.

Captain Lewis left Washington on the 5th day of July, 1803, and on arriving at Louisville, Kentucky, was joined by Clarke. They selected their party, went as far as St. Louis, near which they went into camp, and remained until the final start was made, on the 14th day of May, 1804. The party now consisted of Captains Lewis and Clarke, nine young men from Kentucky, fourteen soldiers, two French Canadian voyageurs, an interpreter and hunter, and a negro servant of Captain Clarke. The party ascended the Missouri river as far as the country of the Mandan Indians, with which tribe they remained all winter.

Their westward journey was resumed in the spring of 1805. They followed up the Missouri, of whose course and tributaries and characteristics they had obtained very accurate information from the Mandans. Passing the mouth of the Yellowstone, or *Roche Jaune* of the French Canadian trappers and voyageurs who had already visited it, they continued up the Missouri, passing its great falls and cascades, and ascending through its mighty cañon crossed the Rocky mountain divide and descended its western side to the stream now known at different points on its course as "Deer Lodge," "Hellgate," "Bitter Root," "Clarke's Fork," and "Pend d'Oreille." Upon this stream they bestowed the name of "Clarke's river." From this river the advance party, under Clarke, crossed the Bitter Root mountains by what is now known as the Lolo trail. On these rugged heights they suffered intensely from cold and hunger. On the 20th day of September they came to a village of Nez Percés Indians, situated on a plain about fifteen miles

from the south fork of Clearwater river, where they were received with great hospitality.

When they reached the Nez Perces village the party was nearly famished, and they partook of such quantities of the food so liberally provided by their Indian hosts that many of them became too ill to proceed until the second day, and among that number was Clarke himself. As soon as they were able to proceed, they went to the village of the chief, Twisted Hair, situated on an island in the stream. To this river Clarke gave the name "Koos-koos-kee," doubtless slightly misunderstanding the words used by the Nez Perces in distinguishing it from the Snake river, into which it enters,—“Koots-koots-hee,”—which those acquainted with the Nez Perces tongue say is a descriptive term, and means “This is the smaller.”

Here the two parties were united, and after resting a few days, journeyed on down the Clearwater. The company was now utterly exhausted. Many found it difficult to sit upon their horses. Captain Lewis was very ill. The weather was hot and oppressive. They felt that they could proceed no farther in their former manner of traveling, and the commanders resolved to prepare canoes and prosecute the remainder of their journey in them. With Twisted Hair as guide, Clarke proceeded about five miles, where suitable timber was found, and encamped on the low ground opposite the forks of the river.

When their canoes were constructed, leaving their horses and equipage with Twisted Hair, they embarked on the Clearwater on their journey toward the Pacific.

They were not long in reaching Snake river, which, in honor of Captain Lewis they called “Lewis river.” Down that stream to the Columbia was a quick and rapid passage. Down the Columbia it was not less rapid, and they reached the cascades of that stream on the 21st day of October. Making the portage of the cascades they embarked again, passed the mouth of the Willamette without observing it, and on the 15th day of November reached Cape Disap-

pointment and looked out on the great ocean, which had been the goal of their journeying for more than a year.

They remained near the ocean, wintering in a log dwelling which they erected on the south side of the Columbia and they called “Fort Clatsop,” in honor of the Indians who inhabited that region. Hoping that some trading vessel from which they could replenish their stores would visit the river they delayed their departure homeward until the 23d of March, 1806. Before leaving they gave the chiefs of the Clatsops, and also of the Chinooks, who resided on the north side of the river, certificates of hospitable treatment, and posted a writing on the wall of their cabin in these words:

“The object of this last is, that through the medium of some civilized person, who may see the same, it may be made known to the world that the party, consisting of the persons whose names are herenunto annexed, and who were sent out by the Government of the United States of America to explore the interior of the continent of North America, did penetrate the same by the way of the Missouri and Columbia rivers to the discharge of the latter into the Pacific ocean, where they arrived on the 14th day of November, 1805, and departed the 23d day of March, 1806, on their return to the United States by the same route by which they had come out.”

To this paper were appended the names of the members of the expedition. Several copies of the paper were left among the Indians and the following year one of them was handed by an Indian to Captain Hall, an American trader, whose vessel, the Lydia, had entered the Columbia river. By him it was taken to China and thence to the United States. Therefore had the party perished on their return, evidence of the completion of their purpose would have been left behind them.

Their journey out had been so long and its expense so great that, on taking an invoice of their possessions on starting on the return journey, they found that they had available for traffic with the Indians only six blue robes, one scarlet

robe, one United States artillery hat and coat, five robes made from the national ensign, and a few old clothes trimmed with ribbons. Upon this scant store must they depend for purchasing provisions and horses, and paying tribute to stubborn chieftains through whose dominions they might pass on their long homeward journey.

On their return they proceeded up the south side of the Columbia, coming unexpectedly upon a large river flowing into it from the south. On an island at its mouth was a large Indian village called "Multnomah," which name they understood to apply to the river they had discovered, of the course of which they made careful inquiry. The result of these inquiries was noted in the map of the expedition, making the river to flow from California to the north and west, and the Indian tribes that actually resided on the waters of Snake river to reside upon its banks. Their journey up stream was far more tedious with their canoes than had been their passage down owing to the numerous rapids and cascades; and at the mouth what they called Lapage river—now "John Day"—they abandoned their canoes and packing their baggage on the backs of a few horses that they had purchased from the Indians proceeded up the southern bank of the Columbia on foot. Crossing the Umatilla river, called by them the You-ma-lo-law, they arrived at the mouth of the Walla Walla on the 27th day of April.

The greatest Indian chief of the Pacific coast, at that time, if not indeed of all tradition, was then at the head of the Walla nation. His name was Yellept. The story of his life and death, as handed down by the traditions of his people, is of the most thrilling and romantic character, but belongs rather to such writings as Cooper's than to the sober chronicles of history. This powerful chieftain received the company with most generous hospitality, which charmed the travelers into some lingering before they ventured farther into the wild gorges of the mountains. The journal of the expedition re-

cords the kindness of these Indians with many appreciative words and closes its notice of them by saying: "We may indeed justly affirm that of all the Indians that we have seen since leaving the United States the Walla Wallas were the most hospitable, honest and sincere."

Leaving these hospitable people on the 29th of April the party passed eastward on the great "Nez Perces trail." This trail was the great highway of the Walla Wallas, Cayuses and Nez Perces eastward to the buffalo ranges, to which they annually resorted for game supplies. It passed up the valley of the Touchet, called by Lewis and Clarke the "White Stallion," thence over the high prairie ridges, and down the Alpowa to the crossing of Snake river, then up the north bank of Clearwater to the village of Twisted Hair, where the exploring party had left their horses on their way down the previous autumn. It was worn deep and broad, and in many stretches on the open plains and over the smooth hills twenty horsemen could ride abreast in the parallel paths worn by the constant rush of the Indian generations from time immemorial. The writer has often passed over it when it lay exactly as it did when the tribes of Yellept and Twisted Hair traced its sinuous courses, or when Lewis and Clarke and their companions first marked it with the heel of civilization. But the plow has long since obliterated it, and where the monotonous song of the Indian's march was droningly chanted for so many barbaric ages, the song of the reaper thrills the clear air as he comes to his garner bringing in the sheaves. A more delightful ride of a hundred and fifty miles than this that the company of Lewis and Clarke made over the swelling prairie upland and along the crystal streams between Walla Walla and the village of Twisted Hair, in the soft May days of 1806, can scarcely be found anywhere on earth.

For the purposes of this narrative it is not necessary to trace the explorations of these travelers farther, interesting as they would be, for they scarcely belong directly to this history. With the usual adventures of explorers in the

unfrequented regions which they traversed they followed homeward the path of their outward advance, and reached St. Louis on the 25th of September, 1806, having been absent nearly two years and a half.

Their safe return to the United States sent a thrill of rejoicing through the country. Mr. Jefferson, the great patron and inspirer of the expedition, says of it:

"Never did a similar event excite more joy throughout the United States. The humblest of our citizens had taken a lively interest in the issue of this journey, and looked forward with impatience to the information it would furnish. Their anxieties, too, for the safety of the corps had been kept in a state of excitement by lugubrious rumors, circulated from time to time on uncertain authorities, and uncontradicted by letters, or other direct information, from the time they had left the Mandan towns on their ascent up the river in April of the preceding year, 1805, until their actual return to St. Louis.

Captain Lewis, soon after his return, was appointed governor of Louisiana, and Captain Clarke was made general of militia of the same Territory and Indian agent for the vast region he had so successfully explored. Both had performed inestimable services for their country and were well worthy of generous reward. For themselves they had achieved a lasting fame. Their names will be remembered as long as the crystal waters of "Clarke's fork" or deep flow of "Lewis river" roll to the Pacific sea.

There is another incident of exploration which, perhaps, should have a place in our narrative, and which may appear here, parenthetically, as suitably as elsewhere.

The name of Captain Jonathan Carver, of Connecticut, who, ten years before the American revolution, visited the regions of the upper Mississippi, has become connected with the history of the Northwest, not so much from what he really did in the way of exploration and discovery as for what he desired or intended to do. Captain Carver has won some credit in the war against the French in which England has

wrested from France her American possessions, and was inspired with zeal to establish English ascendancy over the entire northern part of the American continent. From all that appears Carver's actual travels were limited to a visit to the regions of the upper Mississippi, which he reached by the way of Detroit and Michilimackinac. His object, as stated in the introduction to his book, which was published in London, in 1778, was: "After gaining a knowledge of the manners, customs, languages, soil, and natural productions of the different nations that inhabit the region back of the Mississippi, to ascertain the breadth of the vast continent which extends from the Atlantic to the Pacific oceans, in its broadest part, between the forty-third and forty-sixth degrees of northern latitude. Had I been able to accomplish this, I intended to have proposed to the Government to establish a post in some of these parts, about the strait of Anian, which, having been discovered by Sir Francis Drake, of course belongs to the English. This, I am convinced, would greatly facilitate the discovery of a northwest passage, or a communication between Hudson's Bay and the Pacific ocean." Being unable to prosecute his purpose and to proceed "to the headwaters of the Great River of the West, which falls into the strait of Anian," he gathered what little information he could from the tribes with whom he came in contact; made somewhat large extracts from French journals and histories, and gave all to the world under the title of *Travels Throughout the Interior Parts of North America in 1766-'68*." A notice of his work belongs to these pages only because of a brief reference to the "Great River of the West," and the fact that he, so far as can be ascertained, first uses the word "Oregon" as the name of the somewhat mythical "Great River."

It is due to history, perhaps, that we transcribe the brief passage in which he speaks of the great stream which he thus designates. It is as follows:

"From these nations [called by him Nandowessies, the Assinopolis, and the Killisliors],

together with my own observations, I have learned that the four most capital rivers of North America,—the St. Lawrence, the Mississippi, the river Bourbon, and the Oregon, or River of the West, have their sources in the same neighborhood. The waters of the three former are within thirty miles of each other; the latter, known as rather farther west. This shows that these parts are the highest in North America; and it is an instance not to be paralleled in the other three-quarters of the world, that four rivers of such magnitude should take their rise together; and each, after running separate courses, discharge their waters into different oceans, at a distance of 2,000 miles from their sources; for in their passage from this spot to the bay of St. Lawrence, east, to the bay of Mexico, south, to Hudson's bay, north, and to the bay at the straits of Anian, west,—each of these traverse upward 2,000 miles."

It would hardly seem to the historian of the present, that there was enough in this paragraph, which embraces all Carver says respecting the Oregon, or the "Great River of the West," to associate his name in any way with Oregon history, and there really is not, except for his first using the name "Oregon." Though his use of that name was not such as clearly to identify it with the river whose mouth was discovered by Captain Gray in 1792, and which he appropriately called the Columbia, it really did furnish the name for this vast region westward of the Rocky mountains, lying between the 42d degree of latitude and 54° 40', and including the present three great northwestern States of the American Union. Carver gives no account of the origin of the name Oregon, and no authority for its use, and up to this time no research has been able to discover them. There is little doubt but that it was invented by Carver, and that it has no historic or scientific significance whatever, except that it is associated with the mythical Great River of the West, and from that passed to represent the vast country through which it was believed to flow. At

length Bryant made it classic in his *Thanatopsis* when he sang of

"The continuous wood where rolls the Oregon,
And hears no sound save its own dashing."

So we trust to be pardoned for not pursuing a wearying investigation into the derivation or meaning of the name Oregon, since all the studies of antiquarians have failed to do more than reach the conclusion we have announced in a single sentence.

These two early expeditions, that by Mackenzie in 1772, under the auspices of a company wholly British, and that of Lewis & Clarke in 1805-'06, under the direction of the Government of the United States, are, perhaps, the only expeditions across the American continent entitled to be classed as exploring. Those that followed these entered more into the fabric of the history of the regions by them brought to the knowledge of the civilized world; and they will, as far as necessary, be treated of as such in their proper places. If any exception to this is allowed it should refer to the expeditions of Captain Fremont, to which, as they were under the auspices and at the expense of the United States Government, it seems proper that a brief reference shall be made. They had for their object geographical and topographical information in relation to Oregon.

John C. Fremont was a member of the Corps of Topographical Engineers of the United States, appointed from civil life, and hence not entering that service through the door of West Point. He was restlessly ambitious, in love with adventure and anxious to distinguish himself. For his fame he fell on auspicious times. Public attention was strongly directed toward Oregon. He solicited an appointment to the command of an expedition, which he had devised himself to explore and map out the country west of Missouri as far as the South Pass in the Rocky mountains. In accordance with his request Colonel J. J. Abert, chief of the Corps of the Topographical Engineers, ordered the expedition and gave its command to Captain Fremont. As

this expedition of 1842 had little more to do with Oregon than to prepare the way for the one of the following year which was continued in force to the Dalles of the Columbia, and by Captain Fremont himself to Fort Vancouver, we can dismiss it with this brief reference.

The second expedition, that of 1843, like that of the preceding year, was organized at Captain Fremont's own solicitation. He dictated its object, marked out its route and selected its personnel. Its object was to connect his own survey of the previous year, which reached as far west as the South Pass, with that of Commander Wilkes on the coast of the Pacific ocean. He selected a company of thirty-three men, principally of Creole and Canadian French, with a few Americans, and, leaving Kansas landing on the Missouri river on the 29th of May, reached the termination of his former reconnoissance in the South Pass, by the way of the Kansas, Arkansas and upper Platte rivers, passing over the spot where Denver now is, on the 13th of August. Here he entered Oregon, making this frank record: that "the broad, smooth highway where the numerous heavy wagons of the emigrants had entirely beaten and crushed the artemisia, was a happy exchange to our poor animals for the sharp rocks and tough shrubs among which they had been toiling so long." This, it will be remembered, was the great emigration of 1843, and Captain Fremont makes no claim in his reports to have had anything to do with pioneering its way or contributing to its safe conduct, as his was a purely scientific and topographical expedition, and, in pursuance of these purposes often led him far aside from the road of the emigrants. We speak of this in simple justice, as some writers have ridiculed him as claiming to be the "pathfinder" to Oregon,—a claim which he nowhere makes, but which was only a political catch-word of his friends when he was the first candidate of the Republican party for president of the United States. It was like "Fifty-four forty or fight" of the candidacy of Mr. Polk in 1844, although it did not serve so successfully its purpose as that.

From the South Pass Captain Fremont continued his course along the well-beaten emigrant road to Green river and then to Bear river, making careful annotations of the topography and geology of the country over which he passed. His exhaustive description of the locality and character of Soda or Beer Springs has been the authority of all writers on the topography and mineralogy of that region from that day to this. It is worth observing that his astronomical observations here place Soda Springs in latitude $42^{\circ} 39' 57''$, or less than fifty miles north of what was then Mexico, and consequently the same distance in Oregon. These are the "Soda springs" now on the line of the Union Pacific railroad in eastern Idaho.

The intention of Captain Fremont being to explore the Great Salt Lake, which up to this time had been almost a myth so far as science was concerned, about five miles west of Soda Springs he turned to the left, while the emigrant road bore away over the hills to the right, and, after ten days' travel, mainly down the Bear River valley, on the afternoon of September 5th encamped on the shore of a great salt marsh which he correctly concluded must be the margin of the lake. He reached the bed of the lake near the mouth of the Bear river, but skirted along it to the south until he reached the mouth of Weber river, near which the party encamped and made preparations for an exploration of some portions of the lake in an inflated india-rubber boat. Finally, on the morning of September 9, the party launched out on the then calm surface of this ocean-like sea, and about noon reached the shore of an island where they remained that and the following day.

The account given by Fremont of Salt Lake and its surroundings is exceedingly particular and interesting, but of too great length for these pages. He remained upon the lake until the 12th of September, when he resumed his journey toward the Columbia, returning along the line of his previous travel. His company was entirely out of food, making one supper out of sea-gulls, which Kit Carson had killed near the

lake. Another evening Captain Fremont records the fact that hunger made his people very quiet and peaceable, and there was rarely an oath to be heard in the camp. Certainly those acquainted with the habits of the men of the mountains and plains in those days will believe these must have been very hungry. He restored them to gayety, and probably profanity too, by permitting them "to kill a fat young horse" which he had purchased of the Snake Indians. Their course led northward, through the range of mountains that divide the Great Basin of Salt Lake from the waters that flow to the Pacific through the Snake and Columbia rivers. From these mountains they emerged into the valley of what he calls the Pannack river, otherwise known as the Raft river, down which they followed until they emerged on the plains of Snake river in view of the "Three Buttes," the most prominent landmarks of these great plains, and reached Snake river on the evening of September 22d, a few miles above the American Falls.

From this point the reconnoissance of Captain Fremont was down the valley of Snake river, along the course afterward so familiar to the emigrants, sweeping to the south along the foot of the Goose Creek mountains several miles distant from Snake river for all the distance in which it runs through the deeply cut basaltic gorge, in which are situated its greatest curiosities, the Twin Falls and the great Shoshone Falls, the existence of both of which was unknown to white men until ten years later than Captain Fremont's explorations. He crossed the river, to the north side some miles below "Fishing" or Salmon Falls, thence to the Boise river, striking that stream near the present site of Boise City, and via old Fort Boise, where he recrossed the Snake river to the south, and so westward through Powder river valley and Grande Ronde valley to the Columbia river, which he reached at Walla Walla, now Wallala, on the 25th day of October. In this entire distance many careful and frequent astronomical observations were taken, latitudes and longitudes

were fixed, and the country very accurately described topographically. The only part of this stage of his journey on which Captain Fremont did not follow the usual route of the emigrants, was from near where La Grande now stands in Grande Ronde valley, over the Blue mountains, to where Milton is now located on the Walla Walla river just below where it issues from the mountains. Here he sought a new route, passing the head of the Umatilla river to the east and north; but, though he succeeded in forcing his way through the Blue range there, it has not been adopted as a feasible line of general travel.

Fremont continued his journey down the banks of the Columbia, and on the 4th of November reached The Dalles. Leaving most of his party at this point, Captain Fremont himself continued his journey down the river, and in a few days reached Vancouver, where his westward journey terminated.

The reception Mr. Fremont met at the hands of Dr. McLoughlin, at that time governor of the Hudson's Bay Company, was such as that eminently hospitable and courteous gentleman always extended to those who visited that place. The record made by Captain Fremont fully evinces this, and is like the common record of visitors there. He says: "I immediately waited on Dr. McLoughlin, the executive officer of the Hudson's Bay Company west of the Rocky mountains, who received me with the courtesy and hospitality for which he has been eminently distinguished, and which makes a forcible and delightful impression on a traveler from the long wilderness from which we had issued. I was immediately supplied by him with the necessary stores and provisions to refit and support my party in our contemplated winter journey to the States." Dr. McLoughlin also furnished Captain Fremont with a letter of recommendation and credit for any officers of the Hudson's Bay Company into whose posts he might be driven by unexpected misfortune.

As an item of history recorded by Captain Fremont at this time the following is worth the

quoting, as it reveals Dr. McLoughlin's treatment of the emigrants in a somewhat different and more honorable light than that in which some writers have presented it. Mr. Fremont says: "I found many emigrants at the fort, others had already crossed over into their land of promise—the Willamette valley. Others were daily arriving, and all of them had been furnished with shelter so far as it could be afforded by the buildings of the establishment. Necessary clothing and provisions (the latter to be afterward returned in kind from the produce of their labor) were also furnished. This friendly assistance was of very great value to the emigrants, whose families were otherwise exposed to much suffering in the winter rains which had now commenced, at the same time that they were in want of all the common necessities of life." This record is honorable both to the man who made it and the man of whom it was made, especially when we consider that the relations of the two governments of which they were severally representative citizens, and in some sense official representatives, were then in the stress of urgent and somewhat strained diplomatic controversy over the very country in which they had met.

Completing the outfit for his proposed winter journey toward the States, Captain Fremont returned up the Columbia to The Dalles, arriving at that place on the afternoon of the 18th of November. From this point he proposed to begin his return expedition. The route selected would lead him southward, east of the Cascade range, clear through the territory of the United States, and then, by a south and eastward wheel, through the Mexican territory, including a continued survey of the valley of the Great Salt lake, back again to the frontiers of Missouri. Those acquainted with the region he expected to travel need not be told that few explorers ever ventured on a more perilous expedition than was this at the season of the year in which he undertook it. The country was unknown, except that it was a vast region of bleak and open deserts, of vast and rocky ranges of mount-

ains; that its inhabitants were among the lowest and most savage of human beings, and that there was in it little that could be used for the support of life. It was a bold, brave venture these men made.

It was the 25th day of November before they were ready to set out from The Dalles. Up to this point, besides a mountain howitzer, some wheeled vehicles had been brought with them, but the last, except the howitzer, were here abandoned, and in flurries of snow they took leave of the Columbia river and turned away into the great southern wilderness.

Their route lay high up on the eastern slope of the Cascade mountains, at times touching the points of timber that project eastward along the rocky cliffs, or in the gorges of the streams. Proceeding southward they passed between the Des Chutes river and the mountain range, across the Tigh river and over the Tigh prairie, finding that high and sandy plain covered with snow, with the thermometer on the 27th at two degrees five minutes below zero. On the 29th they passed the Hot Springs, near which are now the buildings of the Warm Springs Indian Agency. From the elevated plain to the south of Warm Springs river, Fremont records the view of six of the great snowy peaks of the mountains at one time. He makes the mistake that nearly all the travelers of that day made of recording St. Helen's as one of the peaks visible from the various points east of the main range, whereas there is no place on the eastern plains from which it can be seen. Doubtless the summit of Mount Adams, which can be seen from many points, was mistaken for the former. On the 5th of December their route led them somewhat down from the mountain slope to the main branch of the Des Chutes river, crossing it the next day; and after a day or two more crossed it and entered on the high plateau which separates the waters of the Columbia from those which flow westward and southward, and encamped on Klamath lake, on the evening of December 12. They were now nearly on the line between the territory of the United States

and that of Mexico, and consequently we shall not follow their explorations further. Yet it is proper that we remark that Captain Fremont continued on to the southward amid ever increasing difficulties of travel on account of the roughness of the mountains and the depth of accumulating snows, until he was forced to attempt the passage of the Sierra Nevada mountains into the valley of the Sacramento. He began this effort on the 3d day of February, and after a chapter of hardships which have few parallels in the history of explorations, reached Sutter's Fort, in California, on the 8th day of March, 1844.

The publication of the journal of these expeditions of Captain Fremont, in 1845, awakened a much deeper interest in the Pacific coast than ever before existed, and his descriptions of the route from the Missouri river to Fort Vancouver, in the very heart of the Pacific northwest, was of great value to the emigrations that crossed the plains from 1843 onward. His descriptions were remarkably accurate, and his maps of the routes traveled most scientifically correct, and these considerations entitle his explorations to this brief reference in a history of the Northwest.



CHAPTER V.

RIVAL CLAIMS AND PRETENSIONS.

CLAIMS OF EUROPEAN NATIONS—CLAIMS OF SPAIN—RUSSIAN ENTERPRISE—EDICT OF POPE ALEXANDER—MAZY BOUNDARIES—EXTENT OF THE OLD SPANISH CLAIM—OF THE FRENCH CLAIM—PARTIES TO THE STRUGGLE CHANGED—FRANCE AND GREAT BRITAIN—RESULTS OF THE WAR OF 1759 TO FRANCE—STATE OF THE CASE—WHAT THE UNITED STATES PURCHASED—CLAIMS OF GREAT BRITAIN—TEDIOUS DIPLOMACY—TWO TREATIES AT ONCE—NEGOTIATIONS OF 1807—OF 1813—"JOINT OCCUPANCY" TREATY—BRITAIN THE ADVANTAGE—INFLUENCE OF SIR ALEXANDER MCKENZIE—SESSION OF CONGRESS IN 1820-'21—FIRST PROPOSITION FOR THE SETTLEMENT OF OREGON—"OREGON QUESTION"—SENATOR BENTON'S BILL—PROPOSITIONS OF 1828—JOINT OCCUPANCY RENEWED—WEBSTER-ASHBURTON TREATY—THE BOUNDARY QUESTION ADJOURNED—TREATY RATIFIED AND PROCLAIMED—TAKEN UP BY THE PEOPLE—TWO VIEWS—VIEWS OF RUFUS CHOATE—SENATOR BENTON'S SPEECH—BENTON'S BILL PASSES THE SENATE.

THE claims of the European nations to ownership of the lands and resources of America rested on a somewhat flimsy basis in right. Its morality was that of might. There was a quasi yielding to these claims as against each other on grounds of discovery and formal occupancy. At the same time not one of these powers stopped for a moment to consider what rights of the people that were found there when they came would be violated by their assumptions. Barbaric nations never had any rights that nations calling themselves civilized have felt bound to respect. England, France and Spain were, as

relates to what were termed barbaric nations, the freebooters of the world. America was a field for civilized rapine worthy of the struggle of these racial giants. Under some forms of treaty, designed mostly by either party to limit the pretensions of the other, but as far as possible leaving itself free to enlarge its own claims as it might have power to enforce them, these powers moved forward, first in the agreed division of the area of North America among themselves, and then in using the allotted areas as the small change that settled the balances of peace and war in Continental Europe. Plenipotentiaries sat in European capitals, 5,000

miles away from the regions most interested, and arbitrated American destinies. In this way America became the real, though passive, arbiter of the world's new era. It was what Providence had thrown into the balances of history to poise ultimately its beam for the equities and liberties of humanity. Let us see how the question stood 200 years after the Spanish navigator had lifted the veil of the sea from the fair face of this new land.

When the treaty of Ryswick, in 1697, gave some definition to the claims of France and Spain and Russia in the New World, Spain claimed as her share of North America all the Pacific coast from Panama to Nootka sound, or Vancouver island. Her pretensions covered the coasts, bays, islands, fisheries, and extended inland indefinitely. Part of this claim was alleged on the ground of discovery by the heroic De Soto and others; and all of them were based on discovery under the papal bull of Alexander VI, in 1493. The bull or decree gave to the discoverer all newly discovered lands and waters. In 1530 Balboa, the Spaniard, discovered the Pacific ocean as he came over the Isthmus of Panama, and so in harmony with the pretentious decree of Alexander VI Spain assumed rights of proprietorship over it. France held advantageous positions in America for the mastery of the continent; but as they were outside of the limits of what was afterward known as "Oregon" they need not be discussed. Russia at this time held no possessions in North America. But Peter the Great was her emperor, and his plans were already matured for entering the list of contestants for empire in the New World. Before his plans could be fully consummated Peter the Great had died, and his widow, Catherine, was on the throne of Muscovy. With an enterprise not less aggressive than his, she pushed forward his plans of commercial and territorial aggrandizement until northern Asia as well as northern Europe had been made commercially tributary to the designs of Russia. It was but a step from the Asiatic shores of the northern Pa-

cific to those of the American mainland of Alaska, and Russia was in a position to take that one step. The fur trade furnished the occasion. Prominent, if not indeed chief, among the agents of Russian aggression in this direction was Behring the Dane, who made three voyages through the straits that now bear his name, and on the third gave up his life on a desolate little granite island whose name still monuments his memory. But he, and those associated with him, had given, by visitation and trade, a color of title to Russia to this Northwestern America.

At this time England made absolutely no pretense to territorial or even commercial rights on the Pacific coast, and none on the American continent anywhere except on the Atlantic slope from Charlestown to Penobscot northward, and inland to the watershed of the Alleghanies.

Thus stood the pretended foreign ownership of the New World at the conclusion of the treaty of Ryswick in 1697. The intelligent reader cannot but have observed how shadowy were these pretensions, and how vague in territorial limits, but they were the basis of claims that afterward became more tangible and real, and in their ultimate settlement cost long continued struggles of the ablest diplomats of the world, and were no mean elements in setting nations in array of arms against each other.

Though it would be deeply interesting to trace the movements of the struggling forces that sought for mastery on this "Armageddon" of the seventeenth and eighteenth centuries, our limits preclude much more than the merest outline, and this confined to what relates to the subject of our history. In doing this we must refer once more to the edict of Pope Alexander VI, who, on the 4th of May, 1493, immediately after the return of Columbus from his voyage of discovery, published a bull in which he drew an imaginary line from the north pole to the south, a hundred leagues west of the Azores, assigning to the Spanish all that lay west of that boundary, and confirming to Portugal all that lay

east of it. One can scarcely fail to recall an incident that occurred on a mountain of Galilee about fourteen centuries earlier, when a landless pretender drew the vision of the Christ to all the kingdoms of the world, and all the glory of them, and said, "All these things will I give thee, if thou wilt fall down and worship me."

While the act of Alexander VI had as little authority as the other, it did have a greater influence on those to whom it was made, and Spain and Portugal, in the glory of discovery and in the pompous "gift" of the Pope, ruled the splendid hour. In the strain of the spirit of that earlier hour when St. Augustine, Florida, was founded, and the bigoted Philip II was proclaimed monarch of all North America, this edict was made. Such, also, was the superstitious awe with which the pretensions of the Pope were then regarded in Europe that this edict did very much to control the actions of all the powers of that continent in regard to the New World. Of course very little was known of the geography of America at this time, and there could really have been no prescience of the great part it was to play in the future history of the world. Something, therefore, of the indifference with which these pretences were viewed must be set down to this fact.

Through the maze of boundary lines, fixed on imaginary maps by the negotiations of contending parties, rather than run by the compass on the solid earth, and which involved to a greater or less extent the ultimate title to this whole region, we shall not attempt to lead our readers. It is sufficient to say that France and England began to crowd Spain southwardly and westwardly on the eastern slope of the continent.

France had established some mythical right to "the western part of Louisiana," which she secretly conveyed to Spain in 1762. Thirty-eight years thereafter Spain reconveyed the same to France. In 1803 France sold the same territory to the United States, and practically disappeared from the list of contestants for the possession of the empire on the western conti-

nent. Spain, however, still held Florida, but when in 1819 the United States purchased that, she also disappeared from the same list, the rights and claims of both having passed into the hands of the United States.

It is important that we now restate the fact that the old Spanish claim, which had been accorded some international authority, extended on the Pacific from Panama to Prince William sound, and this entirely covered, not only the Oregon of to-day, but Oregon, Washington, Idaho, and British Columbia of to-day up to 54' 40". Presumptuous as it was, this claim became one of the most determining elements in the final settlement of what is historically known as the "Oregon question."

The claims of France to American territory were hardly less ambitious and pretentious than those of Spain. They covered more than the size of all Europe. The treaty of Ryswick conceded these claims. But the peace of Ryswick was brief. War soon followed, and the titles to empire were written again by the point of the sword.

Though the parties to the struggle for the possession of the country of the Pacific Northwest had changed, yet the struggle went on. Little of it was in the territory in question. It was in the plots and counterplots of European capitals: in Paris and London and St. Petersburg. It was about the tables of diplomats. Within sixteen years of Ryswick came Utrecht, when the issues of war between France and England, waged chiefly in North America, brought Anne of England and Louis XIV of France face to face in the persons of their ambassadors. The aged and humbled Louis XIV gave up to Great Britain the possessions of France on the Atlantic slope, and thus yielded the *morale* of position to the Saxon. Thus Great Britain became reinstated in place of France over the Hudson's Bay basin, Nova Scotia and Newfoundland. But France still held the Canadas, though they were sandwiched between the northern and southern possessions of Great Britain. The grain between the upper and nether millstones could re-

main unbroken when the stones were whirring as easily as these French provinces could remain in peace in such a position. In the struggles that followed the execution of the treaty of Utrecht in the old world and in the new, more and more the tide of battle turned against France and in favor of England. At last the culmination of events came. In Montcalm and Wolfe the hopes, and even in a large measure the destinies of France and England, were impersonated. When they looked into each other's faces at Quebec, standing at the head of their armies on that great September morn in 1759, each felt that was the morn of duty—the morn of destiny for themselves and for their country. The issue of that day on the Plains of Abraham gave each general to immortal fame, but it gave to England all the territorial treasures of France east of the Mississippi, except three small islands off the coast of Newfoundland. Had France not already, by secret treaty with Spain, executed about one hundred days before the great transfer to Great Britain, alienated her Pacific coast possessions, Great Britain would have taken all, and this would so have changed the relations of things that the atlas of the world would have had an entirely different lineing. Either the whole must have gone without controversy to the United States of America at the close of the Revolution, or the title of Great Britain would have been conceded and unquestionable to all the territory between California and the Russian possession. In either event the story of the history of this coast would have been quite another book.

With the transfer of all the claims of France and Spain to the territory on the Pacific coast to the United States, which was concluded in 1803, it would seem that there was no rightful contestant with the United States for any portion of that territory,—certainly not as far north as the 49th degree of latitude. None had appeared in the negotiations through which this transfer was made. The state of the case seems to have been this: In the treaty of Utrecht in 1713, between the English and the French, the boundary between Louisiana and the British territory

north of it was fixed by commissioners appointed under it to run from the Lake of the Woods westward on latitude forty-nine indefinitely. When France conveyed the territory of Louisiana, whose line had been thus fixed, to Spain in 1762, she also conveyed up to and along this same line westward, indefinitely, on to the Pacific coast. If she did not convey to the coast, it was because Spain already had a more ancient claim than herself along the coast. When Spain, in 1800, reconveyed the same to France, it was, in the language of the third article of the treaty: "The colony or province of Louisiana, with the same extent which it now has in the hands of Spain and which it had when France possessed it." As Spain had not alienated any of the territory she had received from France, of course she retroceded to that power all that she had received from her. When, therefore, the United States made the purchase of Louisiana she purchased clear through to the Pacific on the line of the 49th parallel if that was a part of the original cession of France to Spain, or, if not, as Spain had never ceded it to another power, then to the Spanish possessions on the Pacific. It was then either American territory, made such by the purchase of Louisiana in 1803, or it was still Spanish territory. From 1800 to 1819 Spain made no changes of ownership, sovereignty or jurisdiction touching this territory. In the "Florida Treaty" of 1819, Spain ceded to the United States all her possessions north of a line beginning at the mouth of the Sabine in the Gulf of Mexico and running variously north and west until it reached the Pacific in latitude forty-two, or the southern boundary of Oregon. The third article of the treaty said: "His Catholic Majesty cedes to the United States all his rights, claims and pretensions to any territory east and north of said line, and for himself, his heirs and successors renounces all claims to the said territory forever." Therefore, by the purchase of 1803 from France and by the purchase of 1819 from Spain, the United States gained all pretended titles to sovereignty on the Pacific coast between the forty-second and the forty-ninth

parallels of north latitude,—the exact Pacific limits of the earlier Oregon. England at this time advanced no claim to sovereignty. As late as 1826 and 1827 her plenipotentiaries formally said: “Great Britain claims no exclusive sovereignty over any portion of that territory. The present claim, not in respect to any part but to the whole, is limited to a right of joint occupancy in common with the other States, leaving the right of exclusive dominion in abeyance.” This, with the history already recounted, leaves the title of the United States to Oregon beyond any question of doubt. And with this statement our reader will be willing to follow us through the story of diplomatic negotiations between the United States and Great Britain in regard to the “Oregon question” as well as the actions of the National Legislature through the quarter of a century during which Great Britain succeeded, in some way, in so beclouding the title of the United States to the territory in question and in bewildering our diplomats as to well nigh secure this vast Pacific empire to the crown. We shall make this story as brief as we reasonably can, and be faithful to the facts of history concerning it. The diplomacy was tedious and intricate, and the action, tentative or completed, of the American Congress, often doubtful and inconsequent; yet a careful *résumé* of both is a need of this history.

Negotiations by the United States with Spain or France in regard to this country are now at an end. Henceforth they will be with Great Britain.

At the precise moment the United States was negotiating the treaty with France, in Paris, for the acquisition of Louisiana, her commissioners were also negotiating one in London for the definition of the boundary line between the possessions of the two countries in the Northwest. The negotiators of the two treaties were each ignorant of the action of the others. When the two treaties were remitted to the Senate of the United States for ratification, that for the purchase of Louisiana from France was ratified without restriction. That defining the

northwest boundary was ratified with the exception of the fifth article, which fixed the boundary between the Lake of the Woods to the head of the Mississippi. The treaty was sent back to London, the article expunged, and then the British Government refused to ratify it.

In the year 1807, another effort was made at negotiation between the two countries. A treaty was agreed upon by the commissioners, fixing the line of the forty-ninth parallel as the boundary between the territory of the two countries as far as their possessions might extend, but with a proviso making this provision inapplicable west of the Rocky mountains. This treaty was never ratified, Mr. Jefferson rejecting it without reference to the Senate.

In the treaty signed at Ghent, in 1814, the British plenipotentiaries offered the same articles in relation to the boundaries in question as were offered in 1803 and 1807, but nothing could be agreed upon; and hence no provision on the subject was inserted in that treaty.

In 1818 negotiations upon this subject were renewed in London. The plenipotentiaries of Great Britain, Mr. Goulborne and Mr. Robinson, for the first time in all the negotiations, gave the grounds of the pretensions of Great Britain to the country in controversy. They asserted that “former voyages, and principally that of Captain Cook, gave to Great Britain the rights derived from discovery; and they alluded to purchases from the natives south of the Columbia, which they alleged to have been made prior to the American Revolution. They made no formal proposition for a boundary, but intimated that the Columbia river itself was the most convenient that could be adopted, and declared that they would not agree upon any boundary that did not give England the harbor at the mouth of that river in common with the United States. Messrs. Gallatin and Rush, the American plenipotentiaries, made a moderate if not a timid reply to the intimations of Great Britain. The final conclusions reached on this subject were announced in these words: ‘That any country claimed by either on the northwest

coast of America, together with its harbors, bays, and creeks, and the navigation of all rivers within the same, be free and open, for the term of ten years, to the subjects, citizens and vessels of the two powers; without prejudice to any claim which either party might have to any part of the country." This was the celebrated "Joint Occupancy" treaty.

It must be confessed that the adoption of this article of "joint occupancy" gave Great Britain a decided advantage in the Oregon controversy. First, it conceded that she had some sort of a claim to the country, a claim that stood for no less, even if it stood for no more, than that of the United States. Secondly, she was on the ground in much greater force in her Hudson's Bay Company and her Northwest Company, united into one of the strongest commercial corporations in the world, and having all the elements in itself of political propagandism. With her advantages in trade, her strong semi-political occupation of the country by the Hudson's Bay Company, Messrs. Gallatin and Rush should have known that she would be able to drive all American enterprises from the country before the ten years were gone. Great Britain knew this; intended to do so, and did it. One of the wonders of the historian is that such a treaty could ever have been approved by an American president, or ratified by the Senate of the United States.

In the history and results of this negotiation, it is easy to detect the influence of the advice of Sir Alexander Mackenzie—whose journey across the continent to the Pacific north of the forty-ninth parallel we have already recorded—over the minds of the British negotiators. He proposed the forty-fifth parallel of latitude as the boundary between the possessions of Great Britain and the United States west of the Mississippi. His words were: "Let the line begin where it may on the Mississippi, it must continue west until it terminates in the Pacific ocean to the south of the Columbia river." It was this purpose which plainly dominated the

British plenipotentiaries in the propositions they made to the United States.

The session of the Congress of the United States for 1820-'21 was made remarkable, especially in the light of subsequent events, as the first at which any proposition was made for the occupation and settlement of the country acquired from France and Spain on the Columbia river. It was made by John Floyd, a representative from Virginia, an ardent and very able man, and strongly imbued with western feelings. His attention was specially called to the subject by some essays of Thomas H. Benton, just then appearing in the field of national politics as senator-elect from Missouri, and he resolved to bring the matter to the attention of Congress. He moved for the appointment of a committee of three to consider and report on the subject. The committee was granted, more out of courtesy to an influential member of the House than with any expectation of favorable results. General Floyd was made chairman, with Thomas Metcalf, of Kentucky, and Thomas V. Swearingen, of Virginia, associated with him. In six days a bill was reported, "To authorize the occupation of the Columbia river, and to regulate trade and intercourse with the Indian tribes thereon." They accompanied the bill with an elaborate and able report in support of the measure. The bill was treated with parliamentary courtesy, read twice, but no decisive action was taken. But the subject was before Congress and the nation, and that was much gained.

In studying the reasons assigned at that time, by the committee, and by such men as Benton and Linn, why the proposed action should be taken, one is impressed with the clear foresight of their prophetic minds as to the future history of this great Northwest. To the greater part of their contemporaries their views were wild vagaries and their propositions extravagant and chimerical; to us they are a fulfilling and fulfilled history.

The Oregon question slumbered in Congress until 1825, when Senator Benton introduced a

bill into the Senate to enable the President, Mr. Monroe, to possess and retain the country. The bill proposed an appropriation to enable the president to act efficiently with army and navy. In the discussion of this bill the whole question of title to Oregon came up, and, in reply to Mr. Dickinson, of New York, who opposed the bill, Mr. Benton made a speech which entirely met all objections against the proposed action, and thoroughly answered all the pretensions of Great Britain in relation to the country. The bill did not pass, but fourteen Senators voted for it, namely: Barbour, Benton, Boligny, Cobb, Hayne, Jackson (the general) Johnson of Kentucky, Johnson of Louisiana, Lloyd of Massachusetts, Mills, Noble, Ruggles, Talbot and Thomas. These names deserve an honorable record on the pages of the history of this coast.

The action of Senator Benton on the bill showed very clearly that the sentiment in favor of asserting the rights of the United States to Oregon was rapidly increasing. The ten years of joint occupancy, provided for in the treaty of 1818, were drawing toward a close, and a strong and intelligent part of our national legislators, under the lead of Senator Benton, was opposed to renewing that provision. The reasons on which these views were based were never invalidated, but were the final grounds on which the United States won her case and secured Oregon. They were these:

The title to Oregon on the part of the United States rests on an irrefragable basis. First: The discovery of the Columbia river by Captain Gray in 1792. Second: The purchase of its territory of Louisiana, which included Oregon, from France in 1803. Third: The discovery of the Columbia river from its head to its mouth by Lewis and Clarke in 1806. Fourth: The settlement of Astoria in 1811. Fifth: The treaty with Spain in 1819. Sixth: Contiguity of settlement and possession.

The next step in the negotiations between Great Britain and the United States was the proposition, in 1828, at the end of ten years of joint occupancy, to renew the terms of the

convention for an indefinite period, determinable on one year's notice from either party to the other. Mr. Gallatin was the sole negotiator of this renewed treaty on the part of the United States, and his work was sustained by the administration then in power,—that of John Quincy Adams. The treaty met strong opposition in the Senate, led by that steadfast and intelligent friend of Oregon, Thomas H. Benton, but it was ratified; and thus England was indefinitely continued in her position of advantage over the United States in the territory in question.

From 1828 to 1842, "joint occupation" was the law of the land so far as Oregon was concerned, while "British occupation" was the fact so far as the country was concerned. As we have seen elsewhere, every attempt of the citizens of the United States to establish commercial enterprises in the valley of the Columbia had been frustrated and defeated by the Hudson's Bay Company, the potent representatives of British interests on the Pacific coast. Astor's great plans, conceived in a broad intelligence, prosecuted at enormous expense, and representing American interests in Oregon, had failed. Wyeth had sunk a fortune between the Rocky mountains and the Pacific, and all other Americans who had adventured kindred enterprises had been equally unfortunate, and after a quarter of a century of "joint occupancy" England had almost exclusive possession of the country.

What is known as the "Ashburton-Webster Treaty" was negotiated at Washington, in 1842, Lord Ashburton being the sole negotiator on the part of England, and Mr. Webster, then secretary of State under President Tyler, on the part of the United States. Lord Ashburton was Mr. Alexander Baring, head of the great banking house of Baring & Brothers, and was a very astute and able man, and a finished diplomat. His mission was special, and though Mr. Fox was then the resident British minister at Washington, so thoroughly did the Government trust Lord Ashburton that even Mr. Fox was not joined in the mission. Neither did

the president associate any one with Mr. Webster. The English plenipotentiary came, professedly, to settle all questions between the United States and England, a chief one of which was the "Oregon question." The United States wished it settled. England wished it adjourned; and the wishes of England prevailed. What conferences, if any, were held between Mr. Webster and Lord Ashburton about anything further than the adjournment of this question, does not appear in any record, and about the only reference to it made of record is the statement of the president that there were some "informal conferences" in relation to it, and in his message communicating the treaty to the Senate, that "there is no probability of coming to any agreement at present."

The treaty was ratified by the Senate on the 26th day of August, 1842. After its ratification by the Queen of England, and its proclamation as the supreme law of the land on the 10th day of November, England was more firmly entrenched, so far as the law was concerned, in her claims and pretensions to Oregon than ever before. But while plenipotentiaries temporized and compromised, and executives and senates moved at a laggard pace on such great questions, events hastened. The people took up the question and went before the Government. What they determined, the Government must soon affirm. So fully did the question which the late treaty had postponed occupy the public mind, even during the pendency of the negotiation of that treaty, that, had the ear of Mr. Webster been nearer the heart of the people he would surely have understood that adjournment of the question by himself and Lord Ashburton meant anything rather than a suppression, or even a postponement, of it from public debate. The newspapers took it up, and it was thus brought to the boys and girls, fathers and mothers on the hearthstones of the million homes of the country. The sentiments of the leaders of political action in our National Legislature, as those sentiments appeared in the debates of the Senate on the question of the ratification of the

Webster-Ashburton treaty, were criticised, approved or condemned by the people in all the land. One sentiment was for the ratification, with postponement of the Oregon question and its easy forbearance with the crafty and insidious policy of England; the other was for the rejection of the treaty, a withdrawal of the United States from joint occupancy, and an act of colonization which would assume the full sovereignty of the United States over the territory in question by granting lands to emigrants, and otherwise encouraging their settlement in Oregon. Representing the first class, and speaking for it, as well as for Mr. Webster the negotiator of the treaty, was Mr. Rufus Choate, senator from Massachusetts, who spoke in his place in the Senate as follows: "Oregon, which a growing and noiseless current of agricultural immigration was filling with hands and hearts the fittest to defend it—the noiseless, innumerable movement of our nation westward. * * We have spread to the Alleghanies, we have topped them, we have diffused ourselves over the imperial valley beyond; we have crossed the father of rivers; the granite and ponderous gates of the Rocky mountains have opened, and we stand in sight of the great sea. * * * Go on with your negotiations and emigration. Are not the rifles and the wheat growing together, side by side? Will it not be easy, when the inevitable hour comes, to beat back ploughshares and pruning-hooks into their original forms of instruments of death? Alas, that that trade is so easy to learn and so hard to forget!"

This was beautifully said, and it had a certain amiability about it that commended it to the favorable thought of many. Still it was far from representing the views of those who, from the beginning of the diplomatic struggle with Great Britain, had been the steadfast and radical advocates of the right of the United States to the possession of Oregon. Their views were better expressed by Senator Benton, who on the "Oregon Colonization Act" closed a speech of great vigor and power by saying:

"Time is invoked as the agent that is to help

us. Gentlemen object to the present time, refer us to the future time, and beg us to wait, and rely upon TIME and NEGOTIATIONS to accomplish all our wishes. Alas! Time and Negotiations have been fatal agents against us in all our discussions with Great Britain. Time has been constantly working for her and against us. She now has the exclusive possession of the Columbia, and all she wants is time to ripen her possession into a title. For above twenty years * * the present time for vindicating our rights on the Columbia has been constantly objected to, and we were bidden to wait. Well, we have waited, and what have we got by it? Insult and defiance!—a declaration from this British ministry that large British interests have grown up on the Columbia during this time, which they will protect, and a flat refusal from the olive-branch minister [Lord Ashburton] to include this question among those which his peaceful mission was to settle! No, sir; time and negotiations have been bad agents for us in our controversies with Great Britain. They have just lost us the military frontiers of Maine, which we had held for sixty years, and the trading frontier of the Northwest, which we

had held for the same time. Sixty years' possession and eight treaties secured these ancient and valuable boundaries; one negotiation and a few days of time have taken them from us! And so it may be again. The Webster treaty of 1842 has obliterated the great boundaries of 1783—placed the British, their fur company and their Indians within our ancient limits; and I, for one, want no more treaties from the hand which is always seen on the side of the British. I now go for vindicating our rights on the Columbia, and, as the first step toward it, passing this bill, and making these grants of land, which will soon place the thirty or forty thousand rifles beyond the Rocky mountains, which will be our effective negotiators."

The bill of Mr. Benton passed the Senate by a vote of twenty-four to twenty-two. It went to the House, where it remained unacted upon during the session. But its moral effect was to assure the enterprising people of the West that the period of national procrastination and timidity was well-nigh over, and that it would be but a very short time before such decisive action would be taken as would compel a settlement of the controversy with England.



CHAPTER VI.

RIVAL CLAIMS AND PRETENSIONS, CONTINUED.

PRESIDENTIAL ELECTION OF 1844—WATCHWORDS OF THE CAMPAIGN—NEGOTIATIONS AGAIN—WHY NOT SETTLED IN 1844—NEGOTIATIONS BETWEEN SECRETARY BUCHANAN AND MR. PACKENHAM—ACTION OF CONGRESS—FORTY-NINTH PARALLEL AGREED UPON—AN ANNOYING ERROR—THE CODFISH STORY—DR. WHITMAN AND THE TREATY OF 1842—WEBSTER'S STATEMENT—CONTINUED DISAGREEMENT ABOUT THE LINE ALONG THE STRAITS OF FUCA—DANGER OF WAR—THE PACIFIC PIONEERS TAKE UP THE QUESTION—ACTION OF THE OREGON LEGISLATURE—SAN JUAN ISLAND HELD BY THE MILITARY—GENERAL SCOTT ON THE FIELD—AGREEMENT BETWEEN SCOTT AND DOUGLAS—ARBITRATION PROPOSED—DECLINED BY THE UNITED STATES—EMPEROR WILLIAM FINALLY SELECTED AS ARBITER IN 1871—HIS DECISION.

FOLLOWING immediately in the train of the events just related, came the presidential election of 1844. The Oregon question was too available a question for the uses of a political campaign to be kept out of the preliminary canvass. Besides, there were too many Americans, and they were too intelligent and patriotic, already settled in the valley of the Willamette, whose letters to their friends at home and to the public through the periodical press extolled the beauty and salubrity of the country, not to thoroughly awaken the public mind on the entire issue involved. "America for Americans," "The Monroe Doctrine," "Fifty-four Forty or Fight," became the catch-words, if not the watchwords of the hour. The politicians of one party took their cue from the obvious tendency of this popular cry. The annexation of Texas and the immediate occupation of Oregon were very skillfully united together in the platform of the convention that nominated James K. Polk for president. On the Oregon question it declared that our title to the whole of Oregon up to 54° 40' north latitude was "clear and indisputable," thus denying and defying the pretensions of Great Britain to any territory bordering on the Pacific. The nominee of the Democratic party for president, Mr. James K. Polk, indorsed the platform, and the canvass for him proceeded on that issue. Mr. Polk was elected over Henry Clay, who, although the idol of his party and one of the most popular of American states-

men, could not overcome the excited state of the public mind on these questions. Thus the verdict of the people of the United States at the election was unquestionably in favor of Oregon, even up to 54° 40' north latitude. It was well known, however, that the leading statesmen of the Democratic party believed the forty-ninth degree to be the line of our rightful claim. Mr. Benton had already demonstrated it on the floor of the Senate. Mr. Calhoun, as Democratic secretary of State for Mr. Tyler, at the very moment when the Democratic convention was making its platform and nominating Mr. Polk upon it, was engaged in a negotiation with the British minister in Washington, and offering to him a settlement of the entire question on the line of the forty-ninth parallel. Only some item in regard to the right of Great Britain to navigate the Columbia river prevented the acceptance of this proposition by the British minister, and the settlement of the whole question at that time.

While, doubtless, Mr. Calhoun himself would have been glad to have concluded the Oregon question as secretary of State, and as he evidently might have done, politically he did not dare to do so. The annexation of Texas was a Southern question, and the South could be carried for Mr. Polk on that issue. Oregon was a Northern question, and the North could be carried in the same way by keeping up the cry of "Fifty-four Forty or Fight." To settle on 49° would be to yield the question, and with it the

election to the Whigs, and make Mr. Clay president. So the Oregon question was not settled, as it might have been before the election of 1844, on exactly the same line as was adopted two years later, after it had achieved the political results for which it was kept in the air during the political canvass of 1844, namely, electing Mr. Polk president, and finally defeating the aspirations of Mr. Clay for that eminent position.

With this result achieved, and on this ground this question could not slumber. Mr. Polk brought it promptly forward in his inaugural address, reaffirming the position of the platform on which he was elected. The position of the inaugural threw the public mind of Great Britain into a ferment, and the English nation thundered back the cry of war. For a year the two nations stood face to face like gladiators, with uplifted swords, waiting for a word that would send them breast to breast in the fierce grapple of war. History must record that the United States must retreat, in her diplomacy and in her legislation, from the political decision of her people, or the inevitable war must come. It was an embarrassing and mortifying position for the new government, but it had to be endured and met as best it could be.

James Buchanan was now Secretary of State. He waited for some time for a proposition from the British minister at Washington to renew the negotiations on the Oregon question, but none came. On the 22d of July, 1845, he therefore addressed a note to Mr. Packenham, the British minister at Washington, resuming negotiations where Mr. Calhoun had suspended them, and again proposed the line of forty-nine to the ocean. This the British minister refused, but invited a "fairer" proposition. The knowledge of this proposition on the part of the Secretary of State raised a political storm in his party, before which the administration cowered, and, as Mr. Packenham had not accepted it, it was withdrawn. The president recommended strong measures to assert and

secure our title, and the political storm was measurably appeased. Meantime the withdrawal of the proposition of Mr. Buchanan, coupled with the recommendation of the president, somewhat alarmed the British people, and it began to be rumored that England would propose the line she had before rejected. The position of the dominant party absolutely required that it should make a demonstration according to its iterated and reiterated promises to the people. Accordingly a resolution determining the treaty of joint occupancy, and looking to the maintenance of that position, was introduced into the House of Representatives, most ably debated—John Quincy Adams taking strong grounds in its favor—and, on the 9th of February, 1846, adopted, by the decisive vote of 163 to 54.

The resolution thus passed in the House went to the Senate. Here, in the form in which it passed the House, it encountered violent opposition, a strong contingent of the Democratic party taking position against it. Among these, if not their leader, was Senator Benton. General Cass, E. A. Hannigan and William Allen led the debate in its favor. Besides Benton, Webster, Crittenden and Berrien made exhaustive arguments against it. It was well understood in the Senate that President Polk thought it necessary to recede from the position of his party—the position on which he had fought the campaign in which he was elected to the presidency—and accept of the line of 49° without a "fight." So the resolution of the House was defeated in the Senate. But the Senate adopted another resolution, authorizing the president "at his discretion" to give notice to Great Britain for the termination of the treaty. The Senate resolution was conciliatory, its preamble declaring that it was only to secure "a speedy and amicable adjustment of the differences and disputes in regard to said territory."

When this resolution went to the House that body receded from its former position, and, with even a greater unanimity than had characterized their action on that which the Senate

had rejected, adopted it,—only forty-six, and they almost entirely Northern Democrats, voting against it.

With this action the danger of the war with Great Britain was dispelled. It was immediately followed by a treaty between Mr. Buchanan, Secretary of State, under the direction of the president and British minister at Washington, adopting the forty-ninth parallel as the boundary between the two countries, with certain concessions touching the line westward of where that parallel strikes the Gulf of Georgia, and, for a definite period, the rights of the Hudson's Bay Company and the navigation of the Columbia river by the British. Thus closed a controversy with Great Britain that came very near involving the two nations in a conflict of arms. In a war England could have possessed, and it may not be too much to suppose, would have possessed Oregon, but, perhaps, at the cost of the Canadas. Had the settlement been postponed a few years longer, it is not improbable that American emigrants would have so filled the country even up to 54° 40', that all the country would have been ours. In the discussion both sides were partly right and partly wrong, as history clearly demonstrates. The "30,000 rifles" theory of Senator Benton, in the hands of emigrants, was correct. The "time and patience" theory of Mr. Webster and Mr. Calhoun was also correct. These acting together solved the "Oregon question," and on the whole, as matters stood in 1846, solved it honorably and justly to both the high contracting parties.

It is probably due to the justice of history that we should not dismiss finally the subject of the rival claims and claimants to Oregon, and of the diplomatic negotiations through which those claims were led to a final settlement, without some notice of a curious and annoying error into which the people of the Pacific coast were led in regard to what was contained in the Webster-Ashburton treaty. It was not only annoying to the feelings of the people, but it led to the writing of a great dale

of fictitious history, the writers not stopping to ascertain the truth or falsity of the rumors which they adopted as fact. The error was this: That in the negotiations between Mr. Webster for the United States and Lord Ashburton for England a proposition was discussed and well nigh adopted for the United States to cede to Great Britain her claim to Oregon for extended fishing privileges on the banks of Newfoundland, and some other privileges controlled by the English on the northeast coast. This statement was brought to Oregon by the emigrants of 1842 and raised a great excitement among the people. It was widely claimed that it was this that prompted, or rather impelled, Dr. Whitman to make his perilous winter journey to the Eastern States in order that the Government should be prevented from making that fatal trade. Dramatic incidents have been recited as veritable history connected with these supposed facts, which have had no being but in the excited imaginations of careless writers, or the partial and overwrought eulogies of admiration and friendship.

The truth of the matter is clearly ascertained to be that the subject of the Oregon boundary formed no part of the formal negotiations of that occasion. There is no reference to it in the treaty, or in the documents accompanying it when it was transmitted to the Senate for ratification.

The statement so often made that Mr. Webster and President Tyler were prevented from committing this blunder by the timely arrival of Dr. Whitman in Washington just before the treaty was to be signed, has not a shadow of foundation. As before shown the treaty was signed August 8, 1842, two months before Dr. Whitman started from his home in Oregon. On the 11th it was submitted to the Senate. On the 26th it was approved, and Lord Ashburton started with it the same day for England, where it was ratified, returned to the United States, and proclaimed on the 10th of November. Dr. Whitman arrived in Washington in March following.

So plain a statement of fact renders it unnecessary to balance probabilities or weigh arguments; the facts are more convincing than either. As the United States had never offered to yield any territory to England south of the 49th parallel, and had always peremptorily rejected any offer from Great Britain to compromise on a lower line, or the line of the Columbia river, so now Mr. Webster and Mr. Tyler could not and did not depart from the oft-repeated position of the United States on that question, and Mr. Webster's own statement that "the United States had never offered any line south of forty-nine, and it never will," concludes it.

Although the Oregon treaty was made, and had been proclaimed as the law of the land, one thing remained to be done which became a matter of infinite disagreement, and came very near involving the two countries in war before its final conclusion. The line was agreed upon, but it was not run. The trouble arose from a long-continued perversion, on the part of Great Britain, of the application of the description of the line from where the forty-ninth parallel of latitude strikes the gulf of Georgia. Thence, as it was worded in the treaty, it was to follow "the middle of the channel which separates the continent from Vancouver's island," and follow it through the Straits of Fuca to the ocean. No map or chart was attached to the treaty on which the line could be traced, and so little was really known of the geography of the gulf of Georgia that it would have been difficult for the commissioners to have traced the middle of the channel had one been present. This left open a ground for dispute and diplomatic finesse.

Between the continent and the island of Vancouver lies an archipelago, a stretch of sea fifty or more miles from east to west, and sixty or more from north to south, in which are thirty-nine islands that have come under description and name. These range from sixteen miles to one-fourth of a mile in length and from fifty-four to one-half a square mile in area. Through these islands there run ten channels southward,

but combine in three as they enter into the Straits of Fuca. The one to the eastward is the Rosario, the one to the west is the Canal de Haro. Great Britain insisted on the line taking the eastward, or Rosario channel; the United States claimed that the real channel was the Canal de Haro, or westward channel. What was between these channels was the real object of desire on the part of both the contending parties. This was an area of about 400 square miles, in which are a number of prominent islands, and some small ones, all comprising in land area about 170 square miles. The ownership and sovereignty of these were what was involved in the settlement of the channel question. The most valuable of these was San Juan, containing fifty-five square miles, mostly good grazing land, which the Hudson's Bay Company, whose center of trade was now Victoria on Vancouver island, had been accustomed to use as a pasture for their sheep. The difference between the two channels was about this: Rosario had about four miles width of channel and sixty fathoms of water in its greatest depth, while the Canal de Haro had about six and a half miles of maximum width of channel, and its greatest depth is 183 fathoms.

The debate over this question was hardly less tedious and perplexing than that which fixed the terms of the line at first. That de Haro was the channel intended as the line, was too plain for rational dispute, as no other was known at the time the treaty was negotiated. It was expressly mentioned, more than once, at the very time and by the very persons that conducted the negotiations.

When the commissioners appointed by the two governments to run the line agreed upon in the treaty met to accomplish their task, Captain Prevost, for the British Government, declared Rosario to be the "channel" of that instrument. Of course this claim was met by Mr. Campbell on the part of the United States with rejection. Then Lord Russell proposed as a compromise the middle, or President's channel. This was suggested because, while it

yielded a little in area of water, it still retained San Juan island on the British side of the line. Lord Russell instructed Lord Lyons, the British envoy to the United States, that no line would be agreed upon that did not leave that island on the British side of it. Mr. Lewis Cass, our Secretary of State, met this menace—for such it really was—with words equally decisive. This ended the effort to fix the line geographically through this archipelago. Then the Pacific pioneers again took it up. Twelve years had passed since the treaty, and ministers of State had invited difficulties and postponed decisions. These pioneers were as clear of head as they were resolute of heart. They knew how to settle it; and they tried their knowledge on.

If the line was not determined they had as good a right on San Juan island as had the Hudson's Bay Company. They would go there. Twenty-five Americans and their families were there,—for when was there ever a pioneer man so bold and brave that he could not find a woman as bold and brave as he to accompany him and brace his armor to his breast? The arrogant Hudson's Bay people were all about them. Collisions were imminent. Of this condition Sir Robert Peel declared in the British Parliament it "must probably involve both countries in an appeal to arms unless speedily terminated."

The Oregon Territorial legislature, in the session of 1852-'53, included San Juan and all the islands in the archipelago in a county. Soon after the Hudson's Bay Company took formal possession of the island, Oregon levied taxes on the property of the company, and when payment was refused, the sheriff sold sheep enough to pay them. This was the ready method of the pioneer; open the conflict on the ground for which the battle is to be fought. Of course recriminations and reprisals followed. This was expected. The local excitement increased. General Harney, commander of the Department of the Pacific, in 1859, landed 461 troops on the island, and instructed Captain Pickett—he of the charge of Gettysburg—to protect Americans

there. English naval forces, to the number of five ships of war, conveying 167 guns, and 1,940 men gathered near the little island. The Americans threatened to resist by force any attempted landing of English troops. The English commander protested against military occupation of San Juan, but to this Captain Pickett responded: "I, being here under orders from my government, cannot allow any joint occupation until so ordered by my commanding general. In this he had the approval of his commander. But General Harney had acted without instructions from Washington, and the president withheld his official approval of the act of taking possession of the island in this manner, and expressed the hope that General Harney had done so for the protection of American citizens and interest alone, and with no reference to territorial acquisitions. Still it was obvious that the Government at Washington was not unwilling that an issue should be forced, so that the question would be settled. Certainly the pioneers of the Northwest approved it.

In the emergency General Scott was sent to the field of action, arriving late in 1859. On his way he called at Portland, and conferred with leading citizens and Territorial officers. The writer remembers him well as he appeared, as he walked the deck of the *Massachusetts*, as she lay at the Portland wharf, on his way to the north. He had met him once before, on the hill at the head of "Lundy's Lane," but six years before. General Scott went out under pacific instructions, directed to bring about "joint occupation" of San Juan until the boundary line was settled. General Harney was withdrawn from command in the Northwest. It was agreed between General Scott and Governor Douglas of Vancouver, that 100 armed men of each party should occupy the island; and thus again the case was remanded to diplomacy. But the act of General Harney had forced a speedy adjustment.

The next resort was a proposal on the part of Great Britain to submit the question at issue between the two governments to arbitration, and

she named the king of the Netherlands, or of Sweden and Norway, or the president of the Federal Council of Switzerland, as the arbiter. This proposition was declined by the United States, and for ten years the question lingered. At length, on the 8th of May, 1871, the question was given for final arbitration, without appeal, to Emperor William of Germany.

For twenty-five years, under the finesse of British diplomacy, the treaty of June 15, 1846, had waited for its execution. Its interpretation was the last question of territorial right between Great Britain and the United States. It was eminently fitting that George Bancroft, who was secretary of the navy when the treaty was negotiated, and was now the only remaining member of the administration that negotiated it, should be chosen to expound the treaty to the German emperor on the part of the United States. His memorial of 120 octavo pages is one of the most finished and unanswerable diplomatic arguments ever produced. Each party presented a memorial setting forth its case. These memorials were then interchanged and replies were presented by each. These four papers

the emperor laid before three eminent jurists, besides giving them his personal attention. After a full and faithful examination of the submitted case the emperor decreed this award:

“Most in accordance with the true interpretations of the treaty concluded on the 15th of June, 1856, between the Government of her Britannic Majesty and of the United States of America, is the claim of the Government of the United States, that the boundary line between the territories of her Britannic Majesty and the United States should be drawn through the Haro channel. Authenticated by our autograph signature, and the impression of the Imperial Great Seal. Given at Berlin October the 21st, 1872.” Thus the end of the long controversy came.

For over ninety-two years, the two great English-speaking nations of the world had been trying to decide upon a line that should divide between them from sea to sea, and at Berlin, and by the Emperor William, the last and definite word was spoken, and the controversy was ended.



CHAPTER VII.

FIRST AMERICAN SETTLEMENT.

ASTORIA—CHARACTER OF EARLY TRADE—JOHN JACOB ASTOR—JEFFERSON'S LETTER TO ASTOR—THE PACIFIC FUR COMPANY—ITS MEMBERS—THE SHIP TONQUIN—ARRIVAL AT THE COLUMBIA—OVERLAND COMPANY—WILSON PRICE HUNT—UP THE MISSOURI—OVER THE MOUNTAINS—WRECKED ON SNAKE RIVER—IN SNAKE RIVER DESERT—APPALLING OBSTACLES—COMPANY REACH ASTORIA—THE SHIP TONQUIN AGAIN—LANDING AT ASTORIA—TONQUIN SAILS NORTH—TRADING WITH THE NATIVES—DESTRUCTION OF THE TONQUIN—IRVING'S ACCOUNT—ALEXANDER MCKAY—AFFAIRS AT ASTORIA—THE NORTHWESTERN COMPANY AND McDUGAL—ARRIVAL OF SHIP BEAVER—MACKENZIE AND THE NORTHWESTERN COMPANY—GATHERING OF THE PARTNERS AT ASTORIA—BRITISH WAR SHIP EXPECTED—EXPEDITION FOR THE RELIEF OF ASTORIA ABANDONED—NEGOTIATIONS WITH NORTHWESTERN COMPANY—ASTORIA SURRENDERED TO THAT COMPANY—ARRIVAL OF MR. HUNT—ASTORIA RETURNED TO THE UNITED STATES AFTER THE CLOSE OF THE WAR.

IT will be hard to put into a brief chapter a history which the genius of an Irving has woven into a volume that has become a classic of romance and adventure; but the integrity of our purpose demands that the trial be made. Other chapters of this book have related the events that led up to the magnificent enterprise of John Jacob Astor in his attempt to found a colony and establish a great commerce on the Pacific coast, and hence it is not needful even to recapitulate. It may, however, be proper to state, in an introductory paragraph, that the trade of the Pacific coast, including that on the Columbia river, during the first decade of the present century, was largely of a fugitive character, or in other words, was the commerce of individual adventure rather than of organized companies recognized by national law and sustained by national authority. The individuals that conducted it, might, and indeed often did, represent wealthy and long-established houses in cities on the other side of the world, but their field of operations were so distant and their trade was encompassed by so many contingencies incident to the character of the people with whom they dealt, that they might well be considered "adventurers." France, having transferred all her interests of territory and trade to the United

States, was out of the line of competition, either for place or profit. England, with her usual greed, grasped eagerly at both. The United States had legitimately inherited the loftier part of English ambition for greatness and gain, and of course she claimed, as of right, freedom for trade and the occupancy of her citizens in all the westward regions to the sea. Her technical claim was, as we have seen elsewhere, founded on the discovery of the Columbia river by Captain Gray in 1792, on the explorations of Lewis and Clarke, continued from the springs in the mountains to the discharge between the capes into the ocean of the mighty Columbia in 1805, and by later purchase, from the Government of France, in 1804, of all her rights of territory, and every other right she held, in the vast Louisiana country, stretching from the Missouri to the Pacific. England's technical rights were based on alleged discoveries by Captain Sir Francis Drake, Captain Cook, Captain Vancouver, and the explorations of Alexander Mackenzie. Thus, in the assertion of these technical claims to Oregon, and in the effort of each to validate these claims as against the other, the United States and Great Britain stood face to face in the opening of the long and final struggle that would forever determine whether that region

should be American or British—the struggle for actual possession, during the first decade of the century.

The influence of Mr. Jefferson, as our readers know, was then potent in American affairs, and he earnestly sought American supremacy on the Pacific coast. John Jacob Astor was then a central figure in American commercial enterprises, and had already extended his ventures beyond the great lakes and the headwaters of the Mississippi. His attention was attracted to the vast region westward of the Rocky mountains, and he resolved to carry into them the commercial force of an organized company to supplant the fugitive trade of the independent rovers of the wilderness and the sea. With the prescience of a statesman, as well as with the genius of the merchant, he resolved to establish a great central post at the mouth of the Columbia, where the drainage of almost half a continent meets the waters of the mightiest ocean of the globe, and forms a port for the world's greatest flow of trade. Mr. Jefferson and the most intelligent and far-seeing statesman of the country gave him encouragement and counsel. They foresaw, as in the vision of a clear prophecy, what we read now as a marvelous history. Later, Mr. Jefferson, in a letter to Mr. Astor, thus expressed his own views of the enterprise the latter had undertaken, in these words:

"I considered it as a great public acquisition, the commencement of a settlement in that part of the western coast of America, and looked forward with gratification to the time when its descendants had spread themselves through the whole length of the coast, covering it with free and independent Americans, unconnected with us but by the ties of blood and interest, and enjoying like us the rights of self-government."

The pen is moved to draw the contrast between this forecast of this great American statesman and the fulfillments of history, but must forbear. In these influences and under such inspirations was the inception of Astoria.

Mr. Astor's plan for the organization of the Astoria Company—or, as it was called, the Pa-

cific Fur Company—was broad and comprehensive. It contemplated both a land expedition to cross the continent, and the dispatch of a vessel around cape Horn, and the two were to meet at the mouth of the Columbia. Every contingency that money could provide for was anticipated. There was, however, an element of weakness introduced in the organization that, from an early date, seriously interfered with its work, and we think finally proved its overthrow. It was this:

Though this was an American enterprise Mr. Astor did not sufficiently appreciate the necessity of making the personnel of his company American. He himself was a German by birth, and, though he had achieved his great commercial success under the fostering freedom of American institutions, and was personally an American in the purpose and spirit of his life, hardly realized that all of foreign birth who are in America are not of America. Hence, in selecting his partners, though he chose men of great experience and ability in the kind of trade upon which he was adventuring, he selected for leading partnerships several who had belonged to the Northwest Company, which was always distinctively British in purpose as well as in relation. While for trade alone they were adequate, to any patriotic American purposes they were alien in thought and sympathy. They were in the company of Mr. Astor for profit, not American patriotism. These men were Alexander McKay, who had accompanied Mackenzie on both his great journeys, Duncan McDougal, David Stuart, Robert Stuart and Donald McKenzie. As a providence against future difficulties between the United States and Great Britain, in the regions whither they were bound, these gentlemen provided themselves with proofs of their British citizenship, while they trusted to their association with an American enterprise to shelter them under the eagle's wings. Only one American, Wilson Price Hunt, of New Jersey, was an interested partner from the first; but to him was instructed the management of the enterprise. So far these

details of the organization are necessary if we would understand the causes that produced results to which we shall presently come.

In carrying forward his plans Mr. Astor purchased and equipped the ship *Tonquin*, commanded by Captain Jonathan Thorn, a lieutenant of the American navy on furlough. She mounted ten guns, had a crew of twenty men, and was freighted with a large cargo of supplies for the company and of merchandise for trade with the people of the coast. She carried also the frame of a small schooner for use in the coastwise trade. As passengers she had McKay, McDougal, the two Stuarts, twelve clerks, several citizens and thirteen Canadian voyageurs. The *Tonquin* sailed from New York for the mouth of the Columbia river, on the 2d day of August, 1810. Nothing in her voyage is to be specially noted, except it may be some conflict of authority between Captain Thorn, a thorough American, and the Scotch Mc's and Stuarts on board, whom he persisted in treating as mere passengers, while they claimed the consideration of owners and employers. In this there was a slight omen of the trouble that was to follow.

The *Tonquin* arrived off the bar of the Columbia on the 22d day of March, 1811. The bar was rough and the breakers rolled high. Captain Thorn ordered Mr. Fox, the first mate of the ship, to take a boat's crew of one seaman and three Canadian voyageurs and explore the channel. The boat was launched and put forth, but soon disappeared and all on board were lost. The next day another boat was sent out on the same errand, but was swept out to sea and only one of its crew reached the shore. Just as the second night of gloom was settling down on the dreaded bar the *Tonquin* succeeded in crossing, and anchoring just within. But the night was an anxious and fearful one. The wind threatened every moment to sweep the vessel on the sands among the rolling breakers. But the night passed with the anchors of the ship still safely holding, and in the morning she passed safely in and again cast her anchors in a good harbor.

With the *Tonquin* safely moored in the Columbia river, we turn to trace the course of that part of the great expedition that had directed its course over the Rocky mountains for the same point.

This party was entrusted to Wilson Price Hunt. It was composed of McKenzie and three new partners in the company,—Ramsay Crooks, Robert McClellan and Joseph Miller. Besides were John Day, a noted Kentucky hunter; Pierre Dorion, a French half-breed, who was taken as interpreter; and enough trappers and voyageurs to make up a complement of sixty men. They left the frontier settlements west of the Missouri in the spring of 1811, and pursued the usual course of travel up the Missouri river in canoes and barges to the Mandan country, thence with horses across the Rocky mountains to the waters that flow toward the Pacific. To accomplish this required all the summer and part of the autumn, and the party reached Fort Henry, on Snake river, on the 8th of October, 1811. After detaching some small parties of hunters and trappers, who were to use Fort Henry as their base of supplies, the main party under Mr. Hunt, embarked in canoes, which they had constructed on the banks of the river, and continued their journey down that treacherous and turbulent stream. Without much trouble, and cheered by the wild notes of their Canadian boatmen's song, they swept swiftly down the river between the willowed banks that channel its flow, for a few days, when their frail canoes were suddenly swept into the roaring rapids of what is now known as "American Falls," and their voyaging came to a quick and disastrous end. Just below them the river dropped into a great, black chasm, through which it roared and foamed for many miles, making leap after leap over the edge of basaltic precipices into the deeper depths that seemed ever opening below. In this one moment the expedition seemed to be hopelessly defeated, and all sat down for the time gloomy and dispirited. One of their best men had been lost in the roaring rapids, and some of their canoes

hung broken wrecks upon the rocks in the midst of the Falls. But with such men in such enterprises, despair soon gives place to new resolution, and so Mr. Hunt was soon rallying his men for new and more desperate effort.

They were now in a most inhospitable country; a dreary desert without tree or fruit or game, and winter was settling rapidly down upon them. Nothing remained for them but to cache their baggage and merchandise, and, separating into smaller parties the better to obtain food in their journeyings, each make the best of its way toward the coast on foot. How far they were from the goal of their journey they did not know. It was a dark and desperate venture that they looked in the face, but it were better than to lie quiet where they were, for that were sure and speedy death by starvation. One party under McKenzie struck off toward the north, hoping to reach the Columbia, which they believed must lay in that direction; one under Crooks pursued its way down the south bank of Snake river, and one under Hunt down its northern shore. The company of McKenzie disappeared under the dim horizon of the great and terrible desert to the north and west of the dread "Cauldron Linn," as the shipwrecked party called the place where their canoe voyage so fatally ended. The mountain ranges crowded them to the west of their intended course, but put them on the arc of a circle described by Snake river, and thus brought them to that stream again about 250 miles from their starting point. The other parties, by following the stream, described the circle, and hence McKenzie's party came out ahead, and after reaching the river in the vicinity of the Blue mountains, followed it down until they reached the Columbia. The parties of Hunt and Crooks toiled wearily down over the seamed and cinereous lava plains that border Snake river, in a great rent of which the river itself flows a thousand feet below the general surface of the plains, famishing for water and almost starving for food. The most of the way only this impassable gorge was between them. Sometimes they

were in sight of each other, and when they reached the point where the river enters its iron gorge through the Blue mountains they encamped with only its turbulent current separating them. Both parties were in a starving condition, but that of Mr. Hunt had that day captured a horse that belonged to a small camp of Indians, who fled at their approach, and had killed and was cooking it for supper. After a canoe had been constructed out of skins some of the meat was taken across to the other party. On its second voyage a man, rendered delirious by famine, upset the canoe, was swept away and drowned. This was on the 20th day of December, 1811. On the 23d day Mr. Hunt's party crossed to the west side of the river, and the two parties, numbering thirty-six men in all, were again united, not far from where the Union Pacific Railroad now crosses Snake river, near the town of Huntington. Appalled by the apparently insuperable obstacles before them, three of the men wished to remain where they were rather than venture the snowy passes of the mountain ranges that stood like battlements of ice before them. The remainder struggled wearily on, reaching the valley of Grande Ronde on the last day of 1811. In a forlorn way the company celebrated the festival of the new year in the beautiful valley of Grande Ronde—a paradise of green in the midst of a wilderness desert of ice and snow. With great difficulty and suffering the Blue mountains were passed, and on the 8th day of January they came down upon the Umatilla river, and found food and hospitable entertainment at an Indian village on its banks. The mountain barriers were now passed, and their route was now down the open way of the Umatilla and Columbia rivers to the ocean. They arrived at Astoria on the 15th day of February, 1814. The party of McKenzie having gained some days on those of Hunt and Crooks by its shorter route and easier traveling, had passed down the Snake river to the Columbia, and down that to the ocean; and, having reached Astoria a month before those of Hunt and Crooks, stood on the banks of the river as

the latter landed, the first to welcome their old companions to the rest and bounty of Astoria.

When we began to trace the journey of the land portion of Mr. Astor's great expedition, we left the good ship *Tonquin* at anchor in the bay at the mouth of the Columbia. It is suitable that we return now and take up her thrilling story.

Early in April, 1811, the partners who had come out in the *Tonquin* began the erection of a fort on the south side of the river. Lieutenant Broughton, of Vancouver's expedition, with the usual British partiality to royal nomenclature, had given it the name of "Point George;" but this party, ostensibly representing the American spirit and purpose, called it "Astoria," in honor of the founder and chief promoter of the enterprise. This was the first real step in the actual possession of Oregon by the American people. Though there was much disagreement among the partners of the company in regard to points of authority and etiquette, as well as between them and Captain Thorn, by the 1st of June a storehouse was built and the supplies landed. Captain Thorn was impatient to proceed up the northwest coast to open communication with the Russian settlements and engage in trade with the Indians, and accordingly as soon as his vessel was cleared of her load, on the 5th day of June, even before the fort was completed, he got under weigh, sailed out of the mouth of the river, and turned the prow of the *Tonquin* to the north. With him was Mr. McKay, one of Mr. Astor's partners, probably the most considerate and thoughtful of all those thus intimately and prominently associated with Mr. Astor in this great venture. The vessel proceeded on her voyage, and in a few days came to anchor in one of the numerous harbors on the west shore of Vancouver Island. Mr. McKay went on shore. During his absence the vessel was surrounded by a vast number of the savages. Soon the deck of the vessel was covered by the swarthy multitude. They were eager to trade, but demanded a higher price for their furs than

Captain Thorn was willing to pay. Their stubbornness provoked the irascible captain to anger, and he refused to deal with them at all. Seizing the chief of the band who had been following the captain about the deck and taunting him with his stinginess, he rubbed an otter skin in his face, and then somewhat violently ordered the whole band to leave the vessel, enforcing his command by blows. During this misadventure Mr. McKay was on shore—an ill-starred fact for the vessel and expedition. What followed is related with such circumstantial fidelity by Mr. Irving in his "Astoria," and it bears such an important, if not decisive, relation to the ultimate result of the whole enterprise, that we transcribe it for these pages. Mr. Irving says:

When Mr. McKay came on board, the interpreter related what had passed, and begged him to prevail on the captain to make sail, as, from his knowledge of the temper and pride of the people of that place, he was sure that they would resent the indignity offered to one of their chiefs. Mr. McKay, who himself possessed some experience of Indian character, went to the captain, who was still pacing the deck in moody humor, represented the danger to which his hasty act had exposed the vessel, and urged upon him to weigh anchor. The captain made light of his counsels, and pointed to his cannon and firearms as a sufficient protection against naked savages. Further remonstrances only provoked taunting replies and sharp altercations. The day passed away without any signs of hostility, and at night the captain retired, as usual, to his cabin, taking no more than usual precautions. On the following morning, at daybreak, while the captain and Mr. McKay were yet asleep, a canoe came alongside in which were twenty Indians, commanded by young Shewish. They were unarmed, their aspect and demeanor friendly, and they held up otter skins, and made signs indicative of a desire to trade. The caution of Mr. Astor in regard to admitting Indians on board the ship had been neglected for some time past, and the officer of the watch;

perceiving those in the canoe to be without weapons, and having received no orders to the contrary, readily permitted them to mount the deck. Another canoe soon succeeded, the crew of which was also admitted. In a little while other canoes came off, and Indians were soon clambering into the vessel on all sides.

The officer of the watch now felt alarmed, and called to Captain Thorn and Mr. McKay. By the time they came on deck it was thronged with Indians. The interpreter remarked to Mr. McKay that many of the Indians wore short mantles of skins, and intimated a suspicion that they were secretly armed. Mr. McKay urged the captain to clear the ship and get under weigh. He again made light of the advice, but the augmented swarms of canoes about the ship, and the numbers still putting off from the shore, at length awakened his distrust, and he ordered some of the crew to weigh anchor, while some were sent aloft to make sail. The Indians now offered to trade with the captain on his own terms, prompted apparently by the approaching departure of the ship: accordingly a hurried trade was commenced. The main article sought by the Indians in barter were knives; as fast as some are supplied they moved off, and others succeeded. By degrees they were thus distributed about the deck, and all with weapons. The anchor was now nearly up, the sails were loose, and the captain in a loud and peremptory voice ordered the ship to be cleared. In an instant a signal yell was given; it was echoed on every side, knives and war clubs were brandished in every direction, and the savages rushed upon their marked victims.

The first that fell was Mr. Lewis, the ship's clerk. He was leaning with folded arms on a bale of blankets, engaged in bargaining, when he received a deadly stab in the back, and fell down the companion-way. Mr. McKay, who was seated on the taffrail, sprang to his feet, but was instantly knocked down with a war club and flung backward into the sea, when he was dispatched by the women in the canoes. In the meantime Captain Thorn made a desper-

ate fight against fearful odds. He was a powerful as well as a resolute man, but he came on deck without weapons. Shewish, the young chief, singled him out as his peculiar prey, and rushed upon him at the first outbreak. The captain had hardly time to draw a clasp-knife, with one blow of which he laid the young savage dead at his feet. Several of the stoutest followers of young Shewish now set upon him. He defended himself vigorously, dealing crippling blows right and left, strewing the quarter-deck with slain and wounded. His object was to fight his way to the cabin, where there were firearms, but he was hemmed in with foes, covered with wounds and faint with loss of blood. For an instant he leaned upon the tiller wheel, when a blow from behind with a war club felled him to the deck, when he was dispatched with knives and thrown overboard.

While this was transacting upon the quarter-deck, a chance-medley was going on throughout the ship. The crew fought desperately with knives, handspikes, and whatever weapons they could seize upon in the moment of surprise. They were soon, however, overpowered by numbers and mercilessly butchered. As to the seven who had been sent aloft to make sail, they contemplated with horror the carnage that was going on below. Being destitute of weapons they let themselves down by the running rigging, in hopes of getting between decks. One fell in the attempt and was immediately dispatched; another received a death-blow in the back as he was descending; a third, Stephen Weeks, the armorer, was mortally wounded as he was getting down the hatchway. The remaining few made good their retreat into the cabin, where they found Mr. Lewis still alive, though mortally wounded. Barricading the cabin door, they broke holes through the companion-way, and, with muskets and ammunition which were at hand, opened a brisk fire that soon cleared the deck. Thus far the Indian interpreter, from whom these particulars are derived, had been an eye-witness of the deadly conflict. He had taken no part in it and had

been spared by the natives as being of their race. In the confusion of the moment he took refuge with the rest in the canoes. The survivors of the event now sallied forth and discharged some of the deck guns, which did great execution among the canoes and drove all the savages to the shore.

For the remainder of the day no one ventured to put off to the ship, deterred by the effects of the firearms. The night passed away without any further attempt on the part of the natives. When day dawned the *Tonquin* still lay at anchor in the bay, her sails all loose and flapping in the wind, and no one apparently on board of her. After a time some of the savages ventured to reconnoiter, taking with them the interpreter. They huddled about her, keeping cautiously at a distance, but growing more and more emboldened at seeing her quiet and lifeless. One man at length made his appearance on the deck and was recognized by the interpreter as Mr. Lewis. He made friendly signs and invited them on board. It was long before they ventured to comply. Those who mounted the deck were met with no opposition, for Mr. Lewis, after inviting them, had disappeared. Other canoes now passed forward to board the prize; the decks were soon crowded and the sides covered with clambering savages, all intent on plunder. In the midst of their eagerness and exultation, the ship blew up with a tremendous explosion. Arms, legs and mutilated bodies were blown into the air, and dreadful havoc was made in the surrounding canoes. The interpreter was in the main chains at the time of the explosion, and was thrown unhurt into the water, when he succeeded in getting into one of the canoes. According to his statement the bay presented an awful spectacle after the catastrophe. The ship had disappeared, but the bay was covered with fragments of the wreck, with shattered canoes and Indians swimming for their lives and struggling in the agonies of death, while those who had escaped the danger remained aghast and stupefied, or made with frantic panic for the shore. Upward of 100

savages were destroyed by the explosion, many more were shockingly mutilated, and for days afterward the limbs and bodies of the slain were thrown upon the beach.

The inhabitants of Newecetec were overwhelmed with consternation at the astounding calamity which had burst upon them at the very moment of triumph. The warriors sat mute and mournful, while the women filled the air with loud lamentations. Their weeping and wailing, however, were suddenly changed into yells of fury at the sight of four unfortunate white men brought captive into the village. They had been driven ashore in one of the ship's boats, and taken at some distance along the coast. The interpreter was permitted to converse with them. They proved to be the four brave fellows who had made such a desperate defense from the cabin. The interpreter gathered from them some of the particulars already related. They told him further, that, after they had beaten off the enemy and cleared the ship, Lewis advised that they should slip the cable and endeavor to go to sea. They declined to take his advice, alleging that the wind set too strongly into the bay and would drive them on shore. They resolved, as soon as it was dark, to put off quietly in the ship's boat, which they would be able to do unperceived, and to coast along back to Astoria. They put their resolution into effect, but Lewis refused to accompany them, being disabled by his wound, hopeless of escape, and determined on a terrible revenge. On the voyage he had frequently expressed a presentiment that he should die by his own hands, thinking it highly probable that he should be engaged in some contest with the natives, and being resolved in case of extremity to commit suicide rather than be made a prisoner. He now declared his intention to remain on the ship until daylight, to decoy as many of the savages on board the ship as possible, then set fire to the powder magazine and terminate his life by a simple act of vengeance. How well he succeeded has been shown. His companions bade him a melancholy adieu and set off on their precarious ex-

pedition. They strove with might and main to get out of the bay, but found it impossible to weather a point of land, and were at length compelled to take shelter in a small cove, where they hoped to remain concealed until the wind should be more favorable. Exhausted by fatigue and watching, they fell into a sound sleep, and in that state were surprised by the savages. Better had it been for these unfortunate men if they had remained with Lewis and shared his heroic death; as it was they perished in a more painful and protracted manner, being sacrificed by the natives to the manes of their friends, with all the lingering tortures of savage cruelty. Some time after their death, the interpreter, who had remained a kind of prisoner-at-large, effected his escape and brought the tragical tidings to Astoria.

Thus ended the career of the Tonquin and her able but obstinate and hot-headed Captain Thorn, and here too closed the career of Alexander McKay, a man to whom Mr. Astor had justly looked as one most able to direct the vast interests that he had committed to this commercial venture on the Pacific coast. Mr. McKay, however, left a representative in Oregon in the person of his son, who became celebrated in the annals of adventure on the trails of the fur trader and in the campaigns of the Indian wars of Oregon. At a later period his descendants, in the persons of Dr. W. C. McKay, of Pendleton, Oregon, and Donald McKay, the celebrated scout in all the Indian wars of forty years, have won for his name continued distinction, and been of great service to the region in the interests of whose foundations their forefather died.

Affairs at Astoria were, meantime, progressing slowly toward a settled condition. The fort was completed, and everything put in readiness for the large trade which was reasonably anticipated with the surrounding tribes. During the summer only one event occurred to ruffle the smooth flow of the somewhat monotonous life of the past. It was this:

On the 15th of July a canoe, manned by

nine white men, was seen descending the river, and in a short time they landed on the beach. They proved to be a party sent by the powerful Northwest Company, a British corporation, commanded by David Thompson, a partner in the company. He had been dispatched from Montreal the year before to anticipate the arrival of the Astor party, and take possession of the mouth of the Columbia before that party should arrive. His journey had been greatly hindered, many of his men had deserted, and now, with the few who remained faithful, he had arrived too late for the purpose for which he had made the long and perilous journey. The flight of the eagle had been too rapid for the crawl of the lion, and America had first possession in Oregon. Still there was that in the reception that McDougal, who had charge at Astoria, tendered to Thompson, the agent of an opposing and foreign corporation, that, if it could have been understood, boded no good to the interest of Astoria. McDougal had himself been formerly connected with the Northwest Company, and still cherished the warmest sympathy with it, and a still warmer sympathy with the principles and purposes of the British Government. Hence Thompson's welcome was cordial; his wants were bountifully supplied; and, notwithstanding the fact that the very purpose of his presence was to thwart the very designs for which McDougal and his company were there, he was sent on his return journey, eight days later, with the benefactions, if not the benedictions of McDougal thick upon him. This visit of Thompson's was a most sinister one, and he is blind reader of history who cannot connect it, and the information and impressions he obtained in it, with events toward which our story hastens, and which will not be long to appear.

It is hardly necessary for us to trace the story of the various efforts of the company to extend its trade and establish outposts during the summer and autumn of 1812. They were but parts of this general historic enterprise which had its heart and pivot at Astoria, and,

however interesting as individual incidents of adventure they might be, they did little to affect or change the current of events that was so rapidly flowing toward a historic point of great importance.

On the 9th of May, 1812, the ship *Beaver*, sent by Mr. Astor with re-enforcements and supplies, arrived at Astoria. Her arrival put the Pacific Fur Company in the best condition for vigorous and profitable service. After the discharge of her cargo, Mr. Hunt, who it will be remembered was Mrs. Astor's immediate representative in the charge of the company, set out in her for Alaska to fulfill the mission on which the ill-fated *Tonquin* had sailed, leaving Mr. Duncan McDougal in charge at Astoria. The *Beaver* sailed on her voyage up the coast in the month of August. As the closing months of the year passed by, and the first of the next was following them, and she did not return, gloomy apprehensions of her fate settled down on Astoria. McDougal, especially, gave way to the most unmanly despondency. He had nothing but evil forebodings and prophecies for the whole enterprise. At this juncture he was surprised on the 16th of January by the appearance of McKenzie, way-worn and weather-beaten from a long winter journey, from his post on Snake river, with intelligence which brought to McDougal confusion of mind, if not dismay of heart. It had been brought to the post of McKenzie by Mr. John George McTavish, a partner of the Northwest Company, and commanding a post of that company in the vicinity of that commanded by McKenzie. While McTavish was delighted by it McKenzie was as much alarmed, and lost no time in breaking up his establishment and hastening with all his people to Astoria. The substance of the news that thus delighted McTavish and dismayed McKenzie, was that war had been declared between England and the United States; that as the representative of the English company he was prepared for the vigorous opposition to the American, and he capped the climax of this, to him very pleasing intelligence, by saying

that the armed ship, *Isaac Todd*, was to be at the mouth of the Columbia river about the beginning of March, to get possession of the trade of the river, and that he was directed to join her there at that time.

The intelligence brought by McKenzie completed the dismay of McDougal. All hope of maintaining Astoria was abandoned, and the partners resolved to give up the post in the following spring, and return across the Rocky mountains. Meantime all trade was given up, and after a short stay at Astoria McKenzie set off for his post on Snake river, to prepare for its intended abandonment, and also for the contemplated journey to the States. When the party was some distance above The Dalles of the Columbia, they met Mr. J. G. McTavish with two canoe-loads of white men, in the employment of the Northwest Company, on their way down the Columbia to meet the *Isaac Todd*. The parties encamped together for the night like comrades rather than rivals, the two leaders holding very friendly consultations, and in the morning each proceeded on his way. With the exception of McKenzie the partners in command of posts in the interior did not agree with McDougal's determination to abandon the country. They had been very successful in their trade with the Indians, and considered it unmanly to break up an enterprise of such magnitude and promise on the first difficulty. In this they were more faithful and courageous than their chief at Astoria.

The time for the annual gathering of partners with the products of the year's trade at Astoria was in June. Accordingly, on the 12th of that month, Mr. McKenzie, Mr. Clark, and Mr. David Stuart arrived from the posts on the upper Columbia and Snake rivers, bringing a very valuable stock of peltries. They found McDougal, representing the Pacific Fur Company, and McTavish, representing the Northwest Company, rivals both in trade and nationality, in closest fellowship. McDougal's hospitality to McTavish was altogether uncalled for, and the more especially when the nation which he,

as a member of the Northwest Company, really represented, was at war with the United States, and McDougal well knew that he was there for a hostile purpose. He treated McTavish and his party as allies rather than enemies and rivals. McDougal had but to leave them to their own resources, and they must have abandoned the country immediately. The moral evidence of McDougal's treason to his company is conclusive, and the results soon justified the belief.

The ship *Isaac Todd*, which McTavish expected to meet at the mouth of the river, not arriving, that gentleman applied to McDougal for a supply of goods with which to trade his way back. They were furnished, and on the proposition of McDougal the posts of the Pacific Fur Company on the Spokane were conveyed to the Northwest Company. This established that company in the very garden of the trade of the Pacific Company.

McDougal and McKenzie, who were at one in their sinister purpose, at length succeeded in influencing the minds of Clarke and Stuart, and the two other partners present, and the four signed a manifesto to Mr. Astor setting forth the most desponding representations of the condition of affairs at Astoria, and formally announcing their determination to dissolve the concern on the 1st of the following June. This instrument was delivered to McTavish, who departed from Astoria on the 5th of July, to be forwarded to Mr. Astor at New York by the Northwest Company.

While these events were occurring on the Pacific, others of not less moment to Astoria were transpiring on the Atlantic. On the 6th of March, 1813, Mr. Astor dispatched the ship *Lark* with supplies for Astoria. She had scarcely sailed before it became known to him that the Northwest Company had for the second time memorialized the British Government, representing Astoria as an American establishment of great strength, with a vast scope of purpose, and urging that it be destroyed. In answer to the memorial that government ordered the frigate *Phoebe* to convoy the armed ship *Isaac Todd*,

of the Northwest Company, which was ready to sail with men and supplies for a new establishment at the mouth of the Columbia. They were to proceed together to the mouth of that river, capture or destroy whatever American fortress they should find there and plant the British flag upon its ruins.

To meet this new and alarming condition of affairs, Mr. Astor appealed to the Government, and the frigate *Adams*, with Captain Crane commanding, was ordered to the mouth of the Columbia, and Mr. Astor immediately proceeded to fit out the ship *Enterprise*, with supplies and re-enforcements to sail in her company for Astoria. Just as the two ships were ready for sea the exigencies of the American naval service on lake Ontario called for more seamen, and those of the *Adams* were transferred to the squadron of Commodore Chancey, and the expedition was abandoned.

It would needlessly lengthen our work to attempt to trace the complicated movements of the different parties in one way or another connected with the various expeditions, by both sea and land, that in some way affected the history of the great enterprise of Mr. Astor. On the whole, taking into account the fact that the undertaking had such vast and wide ramifications touching all the possibilities of Indian trade in half a continent and of trade with China and Russia and other parts of the world, and that purchases, sales and returns over the world-wide sweep of Mr. Astor's plans would needs require at least two years before any intelligent estimate of success or loss could be made, the conclusions of McDougal and McKenzie at Astoria, with which even Mr. Hunt had at last, with much difficulty, been persuaded to agree, appear to have been childish hasty, or else wickedly disloyal to their patron and chief. Whichever it was, the result to the enterprise was the same, and its record can soon be made.

On the 7th of October a squadron of ten boats under the command of S. G. McTavish, who had with him Mr. J. Stuart, another partner of the Northwest Company, with some

clerks and sixty-eight men, swept around Tongué Point, and soon after landed and encamped under the guns of the fort, displaying the British colors. There were some young men in the fort, native Americans, who desired to run up the "stars and stripes," but McDougal forbade them. They were astonished and incensed, as they would gladly have nailed the national ensign to the staff even at the cost of a battle, but their protest had no influence with McDougal. He had determined on a surrender of Astoria, and to prepare the way for it read to the young men of the fort a letter from his uncle, Mr. Angus Shaw, one of the principal partners of the Northwest Company, announcing the coming of the *Phœbe* and Isaac Todd "to take and destroy everything American on the northwest coast." This did not dismay nor convince the patriotic American youth, but they were powerless. McDougal and McTavish hastened negotiations. On the same day the former agreed to transfer Astoria and all it contained. It was to be transferred to the Northwest Company on terms that were entirely satisfactory to the latter. Before the stipulations were signed, however, Mr. Stuart and the reserve party of the Northwest Company arrived and encamped with the party of Mr. McTavish. He insisted on a reduction of prices and McDougal obsequiously complied, and on the 16th of October, 1813, an agreement was executed by which the furs and merchandise of all kinds in the entire country belonging to the Pacific Fur Company passed into the possession of the Northwest Company at about one-third of their real value. Soon after the British sloop-of-war, *Raccoon*, arrived in the river, having come with high hopes that in the capture of Astoria her officers and men would be enriched by the trophies the Americans had gathered. They found instead that already the establishment had passed into the hands of the British subjects, and were sorely disappointed. On the 12th of December the formal raising of the British flag over the fort took place, and in the name of His Britannic

Majesty its name was changed from Astoria to Fort George.

About two months after this transaction, Mr. Hunt, in the brig *Pedlar*, arrived at Astoria, finding McDougal a partner of the Northwest instead of the Pacific Fur Company, and acting under the British instead of the American flag. It was too late to remedy the grievous error and wrong, and it remained for him only to gather up the fragments that remained of the interests of Mr. Astor and his great company; and on the 13th of April, 1814, he sailed away from the *Columbia*, sadly leaving the flag of Great Britain floating where should have streamed the ensign of America.

In concluding this chapter of Oregon-American history the writer can hardly help adding the reflection that the key to the failure of Mr. Astor's grand enterprise is found in the fact that the most of its leaders were so largely foreigners. Their very names had a foreign accent and orthography, and they loved the cross of St. George more than the stars and stripes of *Columbia*. They were not great enough to be true to principle and obligation against appeals to feeling and profit. And so the American establishment of Astoria became the British post of Fort George.

Matters at Astoria—now for a time to be called Fort George—remained the same until the war between the United States and Great Britain was terminated by the treaty of Ghent, in 1815. This treaty stipulated that "all territory, places and possessions whatsoever taken by either party from the other during the war, or which may be taken after the signing of this treaty, shall be restored without delay." The commissioners, however, could not agree upon a line of division between the possessions of England and the United States west of the Rocky mountains, and no action was taken in regard to Fort George. In July, 1815, in accordance with its understanding of the terms of the treaty, the United States Government notified the British minister at Washington that it

would immediately re-occupy the captured fort at the mouth of the Columbia river. Great Britain made no official response to this notice, and for two years no further action was taken. At last, in September, 1817, the American sloop-of-war *Ontario*, commanded by Captain J. Biddle, was despatched to the Columbia, and the captain and Mr. J. B. Prevost were constituted a commission instructed to assert the claim of the United States to sovereignty over the region of the Columbia. This decisive act compelled a decision also on the part of Great Britain, and resulted in negotiations which finally terminated in a formal transfer, in 1818,

of Fort George to Mr. Prevost as representative of the United States, thus putting that power again, at least nominally and formally, in the possession of the Pacific Northwest. Still the Northwest Company remained in actual possession of the property of Fort George by virtue of its purchase of the same from the agents of Mr. Astor, as heretofore recorded. It was now a strongly built and thoroughly armed fortress, and remained practically as much a British post as before, until the final adjustment of the boundary question, in 1846. But it had no history of its own separate from the general history of the coast.



CHAPTER VIII.

MISSIONARY OCCUPANCY.

INDIAN EMBASSY TO ST. LOUIS—DISAPPOINTMENT—INDIAN'S SPEECH—GEORGE CATLIN—LETTER PUBLISHED—CHURCHES RESPOND—JASON LEE AND COADJUTORS CROSS THE CONTINENT—MR. LEE AND DR. McLOUGHLIN—LEE ESTABLISHES HIS MISSION—WORK OF THE MISSION—DECAY OF THE INDIANS—ACTION OF THE A. B. C. F. M.—MISSIONARIES APPOINTED—FIRST WHITE WOMAN TO CROSS THE CONTINENT—ROMAN CATHOLIC MISSIONS—THEIR CHARACTER—CONFLICTS WITH THE PROTESTANTS—BLANCHET'S STATEMENT.

WE have traced the history of the northwest coast through the traditions of its ante-civilized state. It is now time that we turn to its initial occupancy for civilized purposes and life, without, at this point, discussing motives or philosophies of civilization, but giving a plain narration of facts.

In the year 1832 the attention of the churches of the United States was called, in a somewhat romantic and startling manner, to the country west of the Rocky Mountains as a promising field for missionary work among the native tribes. It occurred in this wise:

In some manner the Indians of the far northwest had become impressed with the great superiority of the white man. With the natural superstition of uncivilized races, or, it may be, with the true instinct of universal humanity, they assigned that superiority to the marvelous

power of the white man's God. To find that God and avail themselves of the advantages that a knowledge of Him would give them, became the subject of earnest and repeated consultation among them. They had also heard that the white man had a book that communicated that knowledge, and they earnestly desired its possession. How these glimmerings of fact had come to their minds we cannot tell, though it was doubtless through some stray American trappers, or some wandering Iroquois who had come into contact with Christian teachings in Canada or New York. They were crude at best, invested with the charm of supernaturalism, always exciting and attractive to an Indian's mind, and of course stirred their imaginations to the very deepest. In the councils of the Flathead nation it was at last determined that an embassy should be sent on the long

trail—they knew not how long—if haply they might find the Book and bring back the coveted light.

An old chief, celebrated among his people for bravery and judgment, and an old brave skilled in war were selected, and with them were associated two young braves for daring and perilous feats during the long journey, as the chosen ambassadors of the waiting and expectant tribe.

The route they took was never recorded. They disappeared in the defiles of the Rocky mountains, stole their way through hostile tribes, traversed the wide, treeless plains that stretch between the mountains and the Missouri river, and finally appeared before General William Clarke, who had led the exploring expedition over the Rocky mountains to the sea seventeen years before, with the story of their people's desire and of their own journey for its gratification, in St. Louis, then a hamlet on the uttermost borders of civilization. General Clarke was then superintendent of the Indian affairs in the great West, and the man to whom they would naturally apply for the information they sought.

Without following the romantic speculations of many writers as to what was done and said by these Indians, it is necessary to add but little more than that their mission to them was a sad failure. The old Indian chief and his companion died in St. Louis, and after long and sad inquiry the two young men prepared to depart for their distant home. Before their departure they took a ceremonious leave of General Clarke, and one of them delivered a speech that for sad pathos and wild eloquence may safely be quoted as the equal of Logan's plaintive words. One who was present and listened to it thus puts in English its words:

"I come to you over a trail of many moons from the setting sun. You were the friend of my fathers, who have all gone the long way. I came with one eye partly opened for more light for my people, who sit in darkness. I go back with both eyes closed. How can I go back blind to my people? I made my way to you

with strong arms, through many enemies and strange lands, that I might carry back much to them. I go back with both arms broken and empty. The two fathers who came with us—the braves of many winters and wars—we leave asleep here by your great water and wigwam. They were tired in many moons of journey, and their moccasins wore out. My people sent me to get the white man's Book of Heaven. You took me where they worship the Great Spirit with candles, but the Book was not there. You showed me the images of good spirits and pictures of the good land beyond, but the Book was not among them to tell us the way. I am going back the long, sad trail to my people in their dark land. You make my feet heavy with your burdens of gifts, and my moccasins will grow old in carrying them, but the Book is not among them. When I tell my poor, blind people, after one more snow, that I did not bring the Book, no word will be spoken by our old men or by our young braves. One by one they will rise up and go out in silence. My people will die in darkness, and they go out on the long path to the other hunting grounds. No white man will go with them, and no white man's Book to make the way plain. I have no more words."

The interview ended, the two remaining Indian messengers turned their faces homeward. One died on the way, and the other, returning to his people, disappeared from historic record.

The fact of the coming of this embassy, and its disappointed return to the distant regions whence it came, was soon noised abroad as a very romance of religion. A young clerk in the office of General Clarke, having witnessed the interview and noted its sad disappointing end, detailed an account of it to friends in Pittsburg. George Catlin was then pursuing his studies and investigations in Indian lore, and enriching his gallery with Indian portraits and paintings. To him the letter was shown. He had met the two returning braves, traveled with them on the Yellowstone, and even taken their portraits for his gallery, and they had said

nothing to him of the object of their visit to St. Louis and its failure. He therefore asked that the letter be not published until he had written to General Clarke and ascertained the facts in the case. The reply from the general came at length, saying: "It is true; that was the only object of their visit, and it failed." On Catlin's advice the letter was given to the world. In his "Indian Letters," Mr. Catlin speaks of the matter thus: "When I first heard the report of this extraordinary mission across the mountains, I could scarcely believe it; but on consulting with General Clarke I was fully convinced of the fact. * * They had been told that our religion was better than theirs, and that they would be lost if they did not embrace it."

The publication of the letter detailing these events stirred the heart of the Christian people of America as a call from God,—as who shall say it was not?—for, though the one lone survivor of this embassy returned sad and disappointed to his more disappointed people, his mission was far from being a failure, and, as we read history backward from to-day, this event seems a divine pivot on which turned not only some of the most thrilling chapters of individual history ever recorded, but much of the destiny of the Indian people, and probably all of that of Oregon.

It was forever contrary to the genius and spirit of Christianity to leave a call so clearly within the limits of the Christian's idea of Providence unanswered. So, while all the churches of the land felt the thrill of this providential call, the Methodist Episcopal Church was the first to respond. She did not stop to experiment and explore, but through her constituted authorities sought for a man to lead the vanguard of the forces of civilization and Christianity over the Rocky mountains and down toward the western sea a full 2,000 miles beyond the westernmost fringe of American settlement. In a church whose typical legend was a man on horseback bearing a banner inscribed, "The world is my parish," it could

not be far nor difficult to find such a man, and, having found the leader, to find coadjutors and helpers in the work he adventured.

After due and diligent search the authorities of the church decided that Jason Lee, a young man of thirty-one years, who resided in Stanstead, Lower Canada, only just across the line of the United States, born of New England parents, educated in Wilbraham Academy, Massachusetts, under Wilbur Fisk, the most renowned educator of early Methodist history, was the man for the hour that had thus struck. The reasons for this conclusion were decisive. Mr. Lee was of unusual physical dignity and prowess. He was six feet three inches in height, and of most stalwart and manly mold. Erect, with open and manly and frank countenance, a clear blue eye, light complexion and hair, he was the impersonation of Saxon vigor and will. Upon him the seal that gave the world assurance of a man was set. Withal, his own heart was moved in the direction of the work to which the church, through her constituted authorities, was thus calling him. When, therefore, his former tutor at Wilbraham, Dr. Fisk, put the question before him in behalf of the church, and also in behalf of the waiting Indian tribes west of the Rocky mountains, "immediately he conferred not with flesh and blood" but stepped resolutely through the open door thus unexpectedly opened before him, and gave himself to history as the pioneer of civilization and Christianity west of the Rocky mountains. Others, kindred in purpose, and of similar heroic quality, were soon associated with him. These were his own nephew, Rev. Daniel Lee, and Mr. Cyrus Shepard, of Massachusetts, who were also, under the appointment of the Methodist Episcopal Church, designated to share the honor as well as the peril of a missionary expatriation among the western tribes.

It does not enter into the purpose of this history to give a detailed account of the personnel and work of the various missionary companies that pioneered the work of American civilization on the Pacific coast, further than is neces-

sary to show the relations they sustained to the history of the country into which they entered. It would belong rather to ecclesiastical than general history to do that. Still that personnel was so great and heroic, and that work so fundamental, that neither can be dismissed with a paragraph. Hence we take up the history of these missionary companies in the chronological order of their occupancy of this field, premising the remark that the essence of the importance of their work in every respect that bore upon the settlement of questions of national and international rights was in the time, as well as in the fact, of their coming. With this explanatory remark, and within this limitation, we resume the story of the missionary work of the Methodist Episcopal Church under the direction of Jason Lee.

Mr. Lee received his appointment as "Missionary to the Flathead Indians" in 1833, from the New England Conference of the Methodist Episcopal Church. Leaving his home in Canada on the nineteenth day of August of that year, he spent the following autumn and winter in traveling through the cities and villages of the North from Portland, Maine, to Baltimore, stirring up the hearts of the church everywhere by his fervent appeals for the Indians of the West, and inspiring the confidence of the people by his evident sincerity as well as his commanding ability. Under the influence of his speeches Oregon began to rise out of a mythical into an actual existence in the thoughts of the people. To Americans even, up to this time, it was as unknown as Hindoostan,—a name standing only for unexplored regions between the summits of the Rocky mountains and the western ocean, of unsurveyed limits and unknown conditions. Although it had served, in Congress and in Parliament, as a text for vapping political discourse, yet so little did Britain or America know of it that the one sought it only as a preserve for the fur hunter, and the other believed it to be but a barren and inhospitable waste fit only to appear on his maps as the "Great American desert." The appoint-

ment of Jason Lee to evangelistic work within it, and the evident intention of the great church whose commission he bore to sustain him in the field to which she had assigned him, meant the lifting up of a veil that for the ages had hidden that vast region from human sight.

In the spring of 1834 this company of missionaries joined the company of Mr. Nathaniel Wyeth, of whose trading adventures west of the Rocky mountains we have elsewhere written, at Independence, Missouri, prepared to accompany them on their journey over the mountains. At Independence Mr. Lee secured the services of Mr. P. L. Edwards, a young man of fine abilities and excellent character, afterward a prominent lawyer of Sacramento, California. All his associates were men well adapted to sustain their chief in his arduous undertaking. Notwithstanding there was so much of the history of the Pacific coast wrapped under the coats of these four men, it would occupy too much of the space that is needed for other events to record the incidents of their journey of two thousand miles on horseback to their field of selected toil. Suffice it here to say that through all the incidents and perils of the journey among such Indian tribes as the Pawnees, the Sioux, the Shoshones, the Blackfeet, the Bannacks, the Nez Percés and the Cayuses, wild freebooters of the plains, they bore themselves like brave men, ready to do all their part in every emergency of travel or danger. Mr. Lee, in a very special manner, won the confidence and respect of such mountain leaders as Sublette, Wyeth, Fitzpatrick, Walker and others. Prof. Townshend, a naturalist who accompanied the party for scientific purposes, speaks of him in his journal in most flattering terms.

Mr. Lee and his company reached Vancouver, the headquarters of the Hudson's Bay Company, and the residence of Dr. McLoughlin, its governor, on the 15th day of September, 1834. He was received with great respect by Dr. McLoughlin. The moral and political casuist will readily see that in the meeting of these two men on that day there stood face to face causes and

destinies of wonderful import to Oregon, and even to civilization itself the world over. They were both typical and representative men. They were both Canadian born. One was a Scotch-Englishman with all the stalwart grip and force of that splendid blood. The other was of pure New England parentage. They were both over six feet in height and looked level into each others eyes. Seldom indeed have two such representatives of opposing forces and antagonistic purposes stood face to face with each other, and yet met so calmly, and so entered at once into each other's personal friendships, as in the case of these two men. One is tempted to stand long and gaze upon this strange moral and intellectual tableau thrown against the foreground of an opening and against the background of a departing era; for when their two hands clasped it was the old greeting, perhaps unconsciously, the better new, and the new, perhaps as unconsciously, bidding the old depart.

Dr. McLoughlin, as the representative of the Hudson's Bay Company, and hence of the power and purpose of Great Britain in Oregon, could not meet Mr. Lee as he could and did meet Mr. Nathaniel Wyeth. The cases and the causes were entirely dissimilar. Mr. Wyeth came with merchandise as a trader, came to set up a rival establishment within hearing of the morning gun of Fort Vancouver. Mr. Lee came as a missionary of help and moral uplift to the degraded tribes that swarmed in the valleys and roamed over the hills. Mr. Wyeth had arms in his hands; Mr. Lee had ideas and moral purposes in his mind and heart. The first could be met with stronger and older commercial power or with more numerous arms if necessary; the other could be met only with ideas and moral purposes better than his own. Therefore the first was hemmed in, circumscribed, thwarted, finally defeated, and within a year compelled to leave the country a broken and ruined man. But Mr. Lee and his ideas had come to stay. One cannot shoot an idea to death. He cannot kill a moral impulse with gunpowder. Besides,

those who knew Dr. McLoughlin in his lifetime know very well that his moral nature was far superior to the purposes and work of the soulless corporation of which he, by a providence very gracious to the work Mr. Lee came to Oregon to perform, was then the executive head. In the case of Mr. Lee, therefore, his heart became the guide of his actions, and hence he not only did not attempt to hinder, but really extended efficient help in the establishment of his mission and the opening of his work in Oregon. Still justice requires us say that it is not probable that Dr. McLoughlin was enough skilled in moral casuistry, or well enough acquainted with the history of the results of missionary enterprises in other parts of the world, to fully comprehend the meaning of the future history of this coast that was wrapped up within the white folds of Mr. Lee's commission. So he helped where otherwise he might have hindered; he counseled where he otherwise might have opposed and defeated.

It was under the advice of Dr. McLoughlin that Mr. Lee finally decided to establish his missionary station in the heart of the Willamette valley. Two motives seemed to prompt that advice. First, the putting of the American establishment south of the Columbia river, which the Hudson's Bay people expected would become the boundary between Great Britain and the United States on this coast, and secondly having it near enough to Vancouver to be under its watchful eye. Mr. Lee, having carefully examined every point that would suggest itself as a suitable one for his work, finally, on Monday, the sixth day of October, 1834, with Daniel Lee and P. L. Edwards, pitched his tent on the banks of the Willamette river, about ten miles below the present city of Salem, where he had determined to establish his mission. On Sunday, the 19th of October, he delivered the first formal sermon ever preached in the Willamette valley, at the residence of Mr. Joseph Gervais, near where the town of Gervais now stands; his unpublished journal says: "From these

words, 'Turn ye from your evil ways,' to a mixed assembly, few of whom understood what I said; but God is able to speak to their hearts."

From this time forward, ever increasing, becoming more and more a molding force in the intellectual and moral life of the country, his work went forward. It is not the province of this history to follow it in detail,—only far enough to show how potentially this and succeeding missionary establishments became the nucleus around which accreted whatever there was of American thought and purpose and life in Oregon for nearly ten years following this date. For this reason the men, and the work they performed, as makers and molders of history, are of first importance in estimating the conditions out of which history is made.

Though Christians, Mr. Lee and the three men who wrought with him were plain, practical, solid men. All the pictures of the writers who paint them as pietistic recluses, or even religious zealots, expecting to save the heathen and renew a people by exhortations and prayers and moral incantations, are sheer rhetorical caricatures, to say the least of them, instead of real descriptions, and show either the ignorance or perversity of those who painted them. These men knew well that their work, to be ultimately productive of the results for which they were here, must lay its foundations in the very elements of intellectual and physical culture. They had placed but half a shelter over their lone heads before they proceeded to the establishment of an Indian manual-labor school, into which Indians, both youth and adults, were gathered, and where they were taught husbandry and mechanics, as well as song and prayer. As showing the result of this teaching in these earlier years of their work, the testimony of Captain W. A. Slocum, of the United States Navy, commanding the brig *Loriot*, who visited Mr. Lee's mission about two years after its establishment, may properly be quoted. He says: "I have seen children who two years ago were roaming over their own native wilds, in a state of savage barbarism, now being brought within

the knowledge of moral and religious instruction, becoming useful members of society, by being taught the most useful of all arts—agriculture—and all this without the least compulsion." So favorably did the work of this mission impress him that he made to it the considerable donation of \$50, as a testimony of his appreciation.

After two years of successful work by these four men in the missionary field, so promising did the future appear that six others, three men and three women, were added to their number by the missionary authorities of the Methodist Episcopal Church, arriving in Oregon in May, 1837, and these were succeeded in September of the same year by four others, two men and two women. One of the last named gentlemen, Rev. David Leslie, was attended by his wife and several children—a thorough New England family, having some of the best blood of old Massachusetts flowing in their veins; the first real family transplanted from the New England of the Atlantic coast to the better New England to the Pacific coast; the real beginning of American home life in the valley of the Willamette. Does not this mean something for American civilization on the Pacific coast?

It should be noted that up to this time the Indian tribes were maintaining their old numerical strength. They were deeply impressed with the superiority of that form of civilized life that they saw in the missionary homes about them. They could not but see the difference between them and the trappers and trail-men of the fur companies. So they were calling for missionary establishments elsewhere,—east of the Cascade mountains, at Clatsop, in the Umpqua, among the Cayuses and Nez Percés. An emergency of civilization and christianity was upon the land. Jason Lee, the Corypheus of this band of Christian civilizers, returned to the east by the trail by which he came out, to secure help adequate to the great emergency. His appeals from Boston to Charleston, from St. Louis to New York, on the rostrum and through the press, in the winter of 1838 and the

summer of 1839, awakened profound and widespread interest, not only in his special work but in Oregon itself. He asked for four or five missionary helpers. The great church to which he appealed judged that the demands were greater. Five clerical missionaries, one physician, six mechanics, four farmers, one steward or business-manager, four female teachers,—thirty-six adults in all, together with seventeen children, constituted the reinforcement which the church, in whose employ Mr. Lee was laboring, judged not too large to meet the emergency of the hour. It was a missionary company, but it was not that only. It was an American colony; an educated, refined, patriotic colony of American citizens. When, in the early summer of 1840, these fifty-three people united in the Willamette valley with the sixteen who had preceded them, there was a truly American colony west of the Cascade mountains of nearly four-score souls,—a nucleus of civilization around which the elements of a great history might gather and enlarge and crystallize until a great and prosperous State should be the result.

“Man proposes; God disposes.” So it was here. A single year while Mr. Lee was absent from the country had touched the Indian tribes as with a pestilence. They were wasting out of being. The beautiful valleys of the west were to be dedicated to something greater and grander than even Indian missionary establishments. A stronger race, with a purpose and a power that could carry the country to the highest forms of civilized society and life was to have and to hold it. Their vanguard of chosen men and women, chosen for their personal power and purpose, was here to fix and drive the initial stake from which should be traced the foundation measurements of the history of a thousand years. Nor was this altogether an unexpected condition. This great enterprise had the countenance of the national authorities with some reference to its political as well as its moral and religious significance. Of course it was known that, sooner or later, the Indian tribes here, as everywhere else, would disappear. The men in

authority at Washington did not know this better than did the men who constituted this missionary company. Indeed they did not know it as well. But it came sooner than was anticipated, though not too soon for the safety of American interests, as the pressure of events in Washington and in London were hurrying the two nations toward a final issue of their struggles for Oregon. With the coming of this fate—sad, it would seem, to the Indian tribes—there was a necessary failure, comparatively, of these Indian missions. But that failure was one of the conditions of the incoming of that after civilization the germ of which was in that colony of American men and women that had thus strangely been set down here just in time to give it most potent relation to what was to be. Still, for three years, the work of this company of people was, as far as those immediately about them were concerned, endeavoring to do good to the decaying remnants of the Indian tribes. Besides the missionaries and those immediately connected with them, the Indians, few and feeble as they were, were all upon whom they could bestow labor or sympathy. As to themselves they were waiting, becoming acquainted with the geography and resources of the country. They were young people. Hardly a person forty years of age among them. They could afford to wait and be ready for what was ready for them.

Our readers will see when they reach and study the history of “Immigration” as treated hereafter in this book, that the autumn of 1843 dates a change in the population of the country of such a character as necessarily to close, in large measure, the era of Indian missions in Oregon. It is true there were local interlapings and overlappings, but after that date the white and the American predominates in the country over the red and the Hudson’s Bay. Hence we do not trace the history of this first established and strongest mission farther than that period, but consider its personnel as afterward absorbed into the larger life of a commonwealth of which itself had been a most potent

creator. As we conclude our distinctive reference to this individual mission, the fairness of history requires us to give the names of the gentlemen then constituting it, or had been prominently connected with it. They were Jason Lee, Daniel Lee, Cyrus Shepard, who had died, P. L. Edwards, who had returned to the States, David Leslie, H. K. W. Perkins, Elijah White, who had also returned to the States, A. Beers, W. H. Willson, Alvin F. Waller, Gustavus Hines, George Abernethy, Hamilton Campbell, H. B. Brewer.

The same incidents that at the beginning awakened such an intense interest in the Methodist Episcopal Church in America for the Indians of the Rocky mountains and beyond, thrilled with the same intensity the other churches of the land. They began to project missionary work in that region at the same time. The American Board of Commissioners for Foreign Missions, then representing the Presbyterian, Congregational and Dutch Reformed Churches, was not backward in its purposes. Early in 1834 initial steps were taken. A commission to explore the country preparatory to the establishment of a mission was appointed, consisting of Rev. Samuel Parker, Rev. J. Dunbar, and Mr. S. Ellis. They left Ithaca, New York, in May, but reached St. Louis too late to join the caravans of fur traders for the Rocky mountains, and were obliged to defer the contemplated exploration until another year. Mr. Parker returned to New York, and Messrs. Dunbar and Ellis engaged in missionary labors among the Pawnees. In the spring of 1835 Mr. Parker was joined by Dr. Marcus Whitman, and they reached St. Louis in April. In company with the annual caravan of the American Fur Company they proceeded westward as far as Green river, about fifty miles west of the summit of the Rocky mountains, the rendezvous of that company. Here they met a large number of the Indians of the Columbia, and the information they received from them, together with that from trappers, traders and travelers whom they met here, was such as decided them

to establish a mission on or near the middle Columbia. In furtherance of that decision Dr. Whitman returned to the East, and Mr. Parker continued his journey to the Columbia. He visited Walla Walla, Vancouver, the mission of Mr. Lee in the Willamette, and after completing his observations returned to New York by the way of the Sandwich islands and cape Horn in 1837.

Two Nez Perces Indians accompanied Dr. Whitman on his return to New York, where their appearance as specimens of the tribe among which it was proposed to establish a mission excited the greatest curiosity and interest.

In the spring of 1836 Dr. Whitman and his wife, to whom he was but recently married, with Rev. H. H. Spaulding and his young wife, and Mr. W. H. Gray as secular agent of the mission, proceeded to the frontier of Missouri, and uniting themselves to the American Fur Company's convoy proceeded across the continent to the place fixed upon for their missionary work among the Cayuses at Waiilatpu and among the Nez Perces at Lapwai.

This journey is justly celebrated in history as the first ever made by white women across the Rocky mountains. That alone was sufficient to make the names of Mrs. Whitman and Mrs. Spaulding historic. It writes them on the page of history as heroines. They were the first white women whose blue eyes ever looked into the black orbs of the aboriginal daughters of the Columbia. That makes their arrival date an epoch in our history. While they were coming by land, others were on the way by sea, but these were first by a few months, and no fair hand has ever been raised, or ever will be raised, to pluck the crown of this great distinction from their brows. They were personally worthy of it, and we are glad to study them in their unique and magnificent isolation in historic story. Full as was this journey with thrilling incident, we can do no more than, with these few sentences, conduct these missionaries to their place where, two years after Jason Lee

had established the Methodist mission in the Willamette, they began theirs in interior Oregon.

The same general course of incident marked the work of these missions as did that already described in the Willamette Valley. There was, however, a difference in one important respect. The Indians of the interior were very superior, physically and intellectually, to those nearer the coast. Hence, while the tribes of the Willamette were smitten with decay these were yet vigorous and comparatively numerous. Seven years, therefore, after the Indian mission work was almost or entirely abandoned in the Willamette, that in this region was enjoying its greatest prosperity. But it was only to meet the same fate at last, except as the Indians themselves have proved capable of so far resisting the enfeebling and destructive contact with a miscellaneous white population, and have maintained an existence as a people even until this day; while those of the Willamette as tribes and nations have long since disappeared.

From time to time these missions of the American Board of Commissioners for Foreign Missions were re-enforced by the addition of a class of men and women worthy to be what their position made them, founders of a civilization. Some of the gentlemen composing the mission became most important and honored instruments in the settlement of great questions of State, and in the final establishment of the institutions of civil society here. Notably this was true of Dr. Whitman, the record of whose heroic efforts to benefit his adopted home, as well as of his tragic death as a martyr to his steadfast purpose of life, is given elsewhere, and need not be repeated here. Like those whose work in the Willamette we have partially recorded, these were among the best of men. We make no attempt to enshrine them, nor even to exalt them above other men who came after them. They had weaknesses and defects, but they are the weaknesses of strong natures, the defects common to humanity. Without a question any impartial history of the times from

1834 to 1847 will write the names of Whitman, Spaulding, Ellis, Walker, Gray, and their companions and co-laborers among the few dozens of names that were foremost in laying deep and broad the foundation of the great commonwealth that is now what it is because the men whose lives and work projected it were what they were.

The history of the institution and work of the missions of the Roman Catholic Church on this coast is more difficult to trace than is that of the Methodist Episcopal Church, or of the American Board. The reasons are obvious to those who have made the methods of that church at all a study. Their work is more distinctly a church work than is that of any other body of Christian people. It consists more exclusively of catechetical instruction, and the observance of certain forms of ritual observances, than any other. There is less publicity to it. They do not organize communities with a public life outside of the ecclesiastical and church life they inculcate. Their missionaries come and go unheralded and unannounced. Without a family life themselves, they appear for a day or a year, then move forward and another takes the vacated place. What has been done or has not been done is not proclaimed. Silent, self-contained, with the air and aspect of men who are moved by another, instead of moving themselves with a self-purpose, except it be a purpose to obey what is commanded, they do their work with a patience, a devotion, a self-forgetfulness that is worthy of all praise as a method of ecclesiastical proselytism. These methods and peculiarities are not mentioned as derogatory to them, but only to account for the difficulty a writer experiences in following the lines of their history. And if these peculiarities render it difficult to do this in established conditions of society, they render it much more difficult when the field is such as Oregon was when they entered into it.

The Roman Catholics were the third to enter the missionary field in Oregon. Their first priests, Rev. Francis N. Blanchet and Rev

Modest Demers, came overland from Montreal with the regular Hudson's Bay Express, reaching Vancouver on the 24th of November, 1838. They came at the instance of the Hudson's Bay Company. They were British subjects, although French themselves, and the servants of the Hudson's Bay Company were mostly French Canadians, and Roman Catholics in their religious belief and sympathies. Many of these, at first, received the Protestant missionaries gladly, and attended upon their ministry, but the very presence of these suggested and awakened a desire in their hearts for teachers of their own faith. This was but natural. The influence of these French Canadian subjects of Great Britain over the Indians was very great, and it was soon felt against the Protestant missions. As we have shown in our chapter on "The Hudson's Bay Company and the Protestant Missions," the leading men of that company did all they could to encourage their coming and facilitate their work when here, because they were British subjects, and because they were Roman Catholics, and therefore most against the only American influence then in the country—the Protestant missions. This they had a right to do, and our duty is only to record it.

But the coming of the Roman Catholic priests introduced an element of discord and trouble in the country that bore very bitter fruit in after years, and this seems the only proper place to fairly consider it. This we shall try to do both judiciously and judicially, "with malice toward none, with charity for all."

It is necessary to observe that there had been no controversies between, nor because of, the missions of the A. B. C. F. M. and those of the Methodist Episcopal Church. There were two reasons for this. First, the religious ends before both were the same; they were not aiming to make sectaries of the Indians, but to make Christians of them. Second, they were all Americans, and therefore there was no division on political or national grounds. The priests of the Romish Church differed from the Protest-

ants at both these points, and that difference was at the basis of all the bitter controversies of that period of Oregon history, and of those that have been continued from it down to the present by some writers on both sides,—a controversy into which we shall not enter further than to state it historically.

It is exceeding difficult to discuss religious differences so that the discussion itself does not become a special plea on the side of the writer himself. It is equally difficult to make such discussion reasonably intelligent to the un-churched reader. But we will try to do both.

Of course the original basis of the controversy was theological, churchly,—Romanism vs. Protestantism,—which is true and which is false? This we do not debate, but it was the core of the trouble. Out of the convictions of either party and both parties on this subject came their intense zeal and bitterness against each other.

The Protestant mission and missionaries on the whole took too much counsel of their prejudices and desires. They did not sufficiently consider that the Romish priests had the same rights in the country, either religiously or politically, as they had. Their being first gave them no pre-emptive right to control the religion of the people. To a very great degree they forgot or ignored this very obvious and fundamental principle of human freedom: consequently they met the priests with protests against their presence, and probably a somewhat acrimonious denunciation of their teachings if not of themselves. It is very clear to any candid reader of the historical literature of this period that such was especially the spirit of the missionaries of the American Board, as it was, to a less extent, of those of the Methodist Board. Instances might be given and language quoted to evidence this, but its concession by a Protestant writer is sufficient.

On the other hand, the priests made it a special purpose to break down and destroy the Protestant missions. Instead of opening new fields to any considerable extent, they established their

missions almost by the very doors of the Protestant missions. They declared it to be their purpose to antagonize and destroy them. This was in entire consistency with their beliefs as churchmen, and we do not write of it as a crime, but simply as a fact, leaving the reader to his own conclusions. Rev. F. N. Blanchet, afterward archbishop of Oregon City, with whom the writer had a personal acquaintance, wrote historically, at a later day, of the work of their priests at that time, thus:

"They were to warn their flocks against the danger of seduction, to destroy the false impression already received, to enlighten and confirm the faith of the wavering and deceived consciences, * * * and it was enough for them to hear that some false prophet [meaning Protestant missionary] had penetrated into a place, or intended visiting some locality, to induce the missionaries to go there immediately, to defend the faith and keep error from propagating itself."

In another place, and in reference to the particular mission of the Methodist Church at Nesqually, north of the Columbia river, the same eminent ecclesiastic wrote:

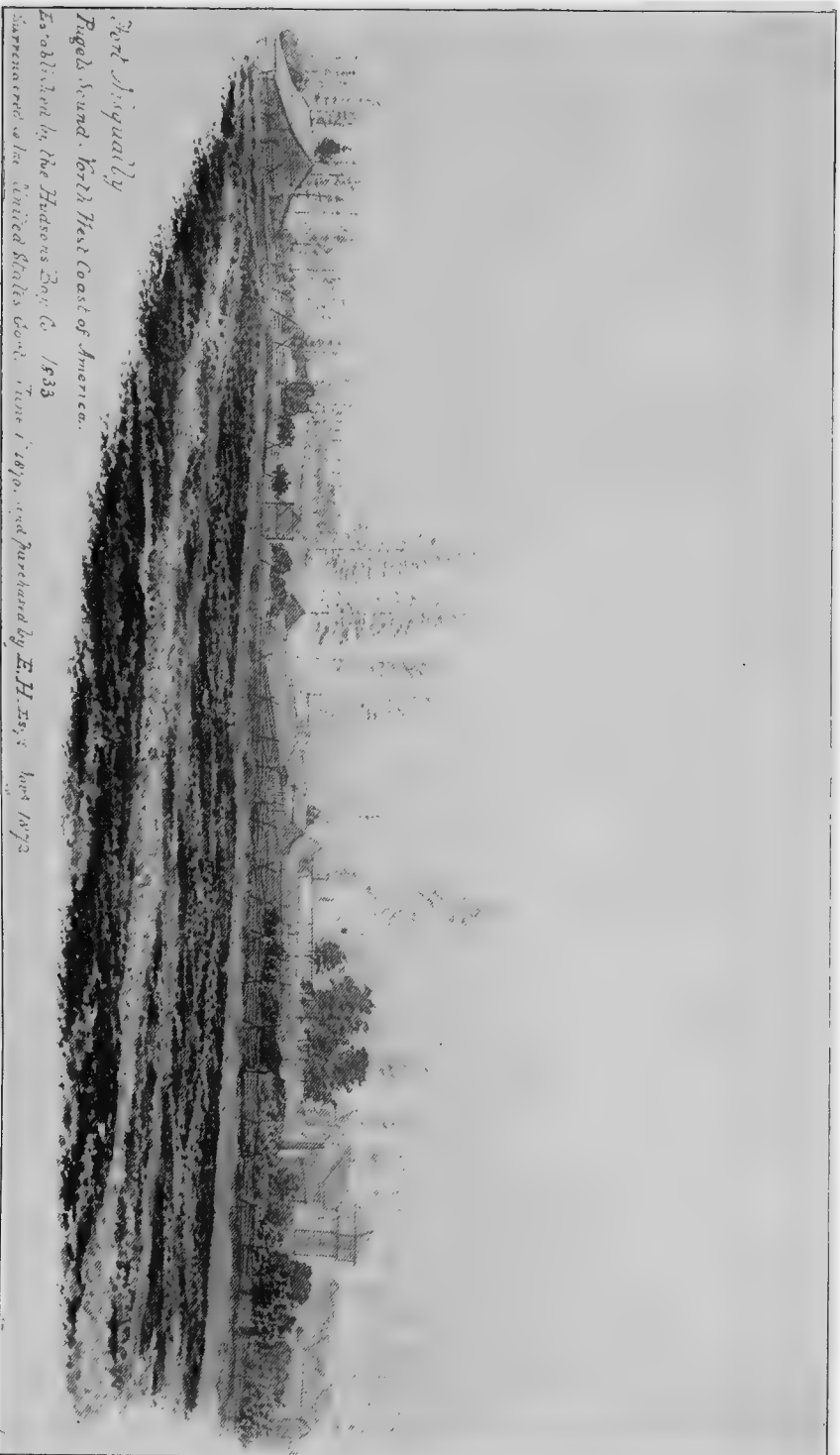
"The first mission to Nesqually was made by Father Demers, who celebrated the first mass in the fort of the Hudson's Bay Company, on April 22 (1839), the day after he arrived. His visit at such a time was forced upon him by the establishment of a Methodist mission for the Indians. * * * After having given orders to build a chapel, and said mass outside the fort, he parted with them, blessing the Lord for the success of his mission among the whites and Indians, and reached Cowlitz on Monday, the 30th, with the conviction that his mission at Nesqually had left a very feeble chance for a Methodist mission there.

This statement of this most influential and controlling man in regard to the modes and purposes of the work of the Roman Catholic missions, certainly justifies the statement we have made in regard to them, historically.

Among the Indians the Catholic missionaries

were more successful than the Protestant, in the sense of gaining more adherents. Their methods and principles made this inevitable. With them Christians were constituted by sacraments; with the Protestants, by life. With them baptism opened the door of the kingdom of heaven; with the Protestants, a renewed nature. The difference was radical and with uninstructed and unreasoning Indians, altogether in favor of the Romanists. The symbols and ceremonies of that church were far more alluring to the Indian, easily approachable through his sensuous organs, but harder to reach through reason and conscience, than were the high idealism and lofty spirituality of Protestant teaching. Mr. Blanchet was right when he said: "The sight of the altar vestments, sacred vessels and great ceremonies were drawing their attention a great deal more than the cold, unavailable, long lay services of Brother Waller;" and this fully accounts for the greater influence of the priests over the Indian mind. There was, however, another reason that should be noted, namely, the influence of the Hudson's Bay Company over the Indians, which was very great and always favorable to the Romanists, while the Protestants were in close affiliation with the Americans,—indeed, at this time constituted the American element of the country. It can hardly be necessary to draw this parallel and contrast further.

From the time of the arrival of Messrs. Blanchet and Demers, in 1838, priests continued to arrive and scatter over the country. In 1847, nine years after the first arrival, the Roman Catholic Church had so increased that Oregon City was constituted an episcopal see, with Rev. F. N. Blanchet as its bishop. The total number of clergymen employed was twenty-six, with five churches in the Willamette valley, three north of the Columbia river, with quite a number of Indian missions in different parts of the country. It can hardly be needful to follow the history of these missions, as separate departments of the life of the common northwest, farther.



*Fort Nisqually
Puget Sound. North West Coast of America.
Established by the Hudsons Bay Co. 1833
Surrendered to the United States Govt. June 1870, and purchased by E. H. Dwyer June 1873*

FORT NISQUALLY.

CHAPTER IX.

THE HUDSON'S BAY COMPANY.

HOW CONSTITUTED—SIR ALEXANDER MCKENZIE—ATTITUDE TOWARD THE COUNTRY—EXTENT OF ITS OPERATIONS—THE NORTHWESTERN COMPANY—UNION OF THE COMPANIES—STAKES PLAYED FOR—DR. JOHN McLoughlin—GROWTH OF THE COMPANY—CAPTAIN BONNEVILLE AND THE HUDSON'S BAY COMPANY—CAPTAIN WYETH AND THE HUDSON'S BAY COMPANY—ERECTION OF FORT HALL—REACHES VANCOUVER—FORT WILLIAM BUILT—SALE TO HUDSON'S BAY COMPANY—ALL RIVALRY CRUSHED—RULING POLICY OF THE COMPANY—STATEMENT OF A CHAPLAIN—THE HUDSON'S BAY COMPANY SOCIALLY.

THE Hudson's Bay Company was constituted by royal charter, given by Charles II. on the 16th day of May, 1670. It gave the "government and company and their successors the exclusive right to trade, fish and hunt in the waters, bays, rivers, lakes and creeks entering into the Hudson's straits, together with all the land and territories not already occupied or granted to any of the king's subjects or possessed by the subjects of any other Christian prince or State." The company had eighteen original incorporators, at the head of whom was Prince Rupert; hence the name Rupert's Land was once given to that region. The first object of the company, as named in its charter, was "the discovery of a new passage into the South Sea," as the Pacific ocean was then generally called.

Some curious and interesting facts touching the pretended ownership of the region in which these "exclusive rights" were thus presumptuously ceded, appear both before and after this time. In 1631, Charles I. of England had resigned to Louis XIII. of France the sovereignty of the country, and the French king gave a charter to a French company who occupied it, and it was called Acadia, or New France. Notwithstanding Great Britain, by this act of Charles I., had thus given up its right to the somewhat mythical region indicated, the second Charles reasserted that right in the giving of this charter to the Hudson's Bay Company. Still, in the terms of the treaty of Ryswick, in

1697, twenty-seven years after the Hudson's Bay Company received its charter, the whole country was confirmed to France by Great Britain, and no reservation of British rights, or of the rights of the Hudson's Bay Company, was made. This, at the present time, since all question of rights, real or pretended, have been definitely settled, is of interest only as showing upon what flimsy pretexts the sovereigns of western Europe asserted ownership of vast regions of country on the American continent, and how they used these "rights" as the small change that settled balances in their accounts with each other, not more than 200 years ago.

For 100 years little comparatively of interest attached to the company, and a few results of public importance are recorded. Something was done in the line of geographical discoveries in the northwestern parts of America, and the leaders of the company were growing hopeless of the discovery of an inland channel from the Atlantic to the Pacific. About 1778, Frobisher established a trading post on lake Athabasca, about 1,200 miles from lake Superior. Ten years later it was abandoned and Fort Chipewyan was built on the southwest shore of the same water. From this post Sir Alexander Mackenzie made an expedition down the river that bears his name, to the Arctic, and returned in 102 days. In the autumn of 1791, he started to explore a route to the South Sea,—the Pacific ocean. He ascended Peace river to its head in the Rocky mountains, and in that dreary solitude

made his winter quarters with his ten men. They were snowbound until May, when they resumed their journey, and in June came to the divide, and saw for the first time the waters that flowed toward the Pacific,—a sight that no white man had ever before beheld. In July they came in sight of the sea and were soon upon its shores. There, on a bold rock, facing Asia, this great explorer painted in vermilion these words: "Alexander Mackenzie, from Canada by land, the twenty-second of July, one thousand seven hundred and ninety-three." This was the first expedition of white men across the continent to the Pacific ocean. It was a great feat, and had in it the presage of great events, to which our history will soon come. So valuable were his discoveries considered to Great Britain that he was rewarded for them by the honor of knighthood in 1801.

Mackenzie was a man of far more than ordinary ability. He had a statesmanlike grasp of mind, unconquerable determination, clear and penetrating foresight, and by his personal explanations and recommendations laid a foundation for much of the subsequent claims of Great Britain to the regions west of the Rocky mountains, and to more of the future progress and prosperity of the Hudson's Bay Company on that field. The point he reached on the Pacific coast was within the present limits of British Columbia (latitude 53° 21'), and clearly within the limits of the claim made by the United States, which afterward became the slogan of a great national party in one of the most exciting presidential contests in our history, when "The whole of Oregon or none," "Fifty-Four Forty or Fight," streamed on banners and were shouted by the people all over the land. He was the first and ablest representative of Great Britain in her quest for other empire on the American continent as a compensation for that which had been snatched from her grasp by the American Revolution that had closed but ten years before.

The attitude of the Hudson's Bay Company toward the vast region over which its charter

assumed to give authority was actually that of sovereignty. They legislated for it, governed it, made war and peace within it, and all other people were forbidden to "visit, haunt, frequent, trade, traffic, or adventure" within it. There was, of course, a confession of allegiance to the crown of Great Britain, in the fact that their charter was from it, but the power of the company was practically absolute. For all these rights and prerogatives the company was to pay an annual revenue of "two elks and two black beavers," to be collected on the grounds of the company.

With such unlimited prerogatives, in such a vast and productive field of trade, the company could not but rapidly increase in wealth and power. With these came a grasping avarice and a bold and inexorable spirit. The company stretched out its arms like a huge commercial octopus, and drew into itself all opposing and rival interests from the Yukon to the Sacramento, from the Arctic to Salt Lake, and from the St. Lawrence to the mouth of the Columbia. What came in and what went out of the country was at its dictation. The Indian and the European alike did the bidding of the giant monopoly. Not to do it was to perish. This power was reaching out and preparing to enfold in its grasp all of the Pacific Coast from American Russia to Spanish California.

The original stock of this company was only \$50,820. In fifty years it had made its stockholders rich, besides trebling its stock twice by profits alone. In 1821 its capital stock had gone up to \$457,380, and in that year it absorbed the Northwest Company of Montreal, with a capital equal to its own.

The Northwest Company was the Canadian-British rival and competitor of the Hudson's Bay Company. It was organized by the principal merchants of Montreal in 1787, especially to control and monopolize the fur trade over the boundless forests of the Canadas, and stretching westward and northward along lakes Huron and Superior to the chain of great and small lakes, to lakes Winnipeg and Athabasca, and along the Saskatchewan and the Red River of

the North, following up the game and the Indians wherever they could be found. Though these were both British companies, yet the rivalry and hostility between them was as radical as they could have been between either of them and any rival American company.

There were many reasons for that hostility. The Hudson's Bay Company was the older and more powerful, and held letters patent from the British crown, and its organization and personnel were more distinctively English than the other, which was largely of the French-Canadian type. Besides, the great profitableness of the fur trade at that time made it a prize for commercial adventure eagerly to contend for. Hence, as the Northwest Company was reaping a rich harvest from its trade in these regions, and was pushing that trade farther and farther westward and southward and northward, the Hudson's Bay Company began to set up rival establishments and place rival traders by the side of theirs. Personal friendship could not long continue where commercial interests came into such sharp competition. The result was open war between the two companies. Forts were captured, prisoners taken and held in captivity: natives of the same country and subjects of the same king. Earl Selkirk, of the Hudson's Bay Company, resolved to establish a colony of Scotch and Irish Hudson's Bay people on the Red river, where was the great depot of the Northwest Company, and which that company considered its own ground. His first attempt was a partial failure, but he was skillful and determined enough to detach some of the most important partisans of the Northwest Company from its service, and to unite them to that of the Hudson's Bay Company. Among them was Colin Robertson, one of the most successful traders and astute administrators of the company, to whom he committed the control of the interests of the Hudson's Bay Company in all that region. He pursued a most vigorous policy against the company with which he was so lately identified. The colony at Red river was re-established. This only intensified the

strife, and finally led to several severe battles, in one of which Governor Semple of the Red River colony and five other officers of the colony and fifteen men were killed. The result of these conflicts, on the whole, was favorable to the Hudson's Bay Company, but they left the companies exhausted, and in 1821, to save anything from the wreck of the conflict, the companies amalgamated, and the name of the Northwest Company was lost, all becoming the Hudson's Bay Company.

The strongest play of this now twice-grown giant for the heaviest stakes was yet to be cast. While in London and in Washington diplomats were debating, and governments trying to foil each other by a play of technicalities, this giant corporation was nurturing all its powers and gathering up all its resources ready to cast them into the scale, when at last the contending nations should poise the beam for a last decision. Its play was first for itself, after that for great Britain, but always against America.

What this company first desired was to hold the country over which it ruled with such absolute sway in its old condition of barbarism. It had no instinct of civilization in it. It cared nothing for humanity—for man—only as man could be made a machine for the use of its money-making greed. For its purposes a stolid and unreasoning Indian, with bow and steel-trap, roaming the hills or trapping the water courses for bear or beaver, was worth far more than the scholar in the schoolroom, or the plowman in the field. The Indian's wigwam was better than marble palaces. The silent prow of the birchen canoe was far more to be desired than the rush and roar of the wheels of the steamer. The sharp crack of the huntsman's rifle in the dark forest was far more musical to their ears than the roar of the paved streets of the metropolis. All these, and everything kindred to these, were what the Hudson's Bay Company thus sought for itself.

Let the reader pause a little here and remember that the region this company was thus endeavoring, by the unscrupulous use of all its

power, to save to itself, and for that end to keep in its old barbaric state, was all that wonderful land in which now the four great States of the American Union—Oregon, Washington, Montana and Idaho—then all called Oregon—now holding a population, a wealth and a culture greater than the entire thirteen States at the close of the Revolution. Let him add to this all of British Columbia, itself a very empire of prosperous and cultivated civilization, and he will see for what enormous stakes this powerful company was playing its desperate game from the time of its union with the Northwest Company for at least a quarter of a century. Surely the prize for which it struggled was well worth all its ventures.

Next to the keeping of the country for its own purposes of trade, it was the wish of this company to put enough vested interests in it to swing the scale of ultimate ownership in favor of Great Britain. Indeed it early became apparent to the company that this was the only means of saving it to itself. Of disinterested patriotism—country for country's sake—it had none. Notwithstanding many of its leaders and managers were eminent in abilities, and even high in the confidence of the English government, they lived and wrought and wrote with this ultimate end forever in view,—subordinating country to company and patriotism to self.

We do not mean to say that in this these men were worse than other men. They were like other men; and in their very faithfulness to the ends for which their company existed there was much that the historian must admire, though he may not commend the end for which they so strongly strove. No company's affairs were ever more ably administered, nor were means ever more wisely adapted to ends, than here. The agents of the company were everywhere, watchful, vigilant; friends, if friendship would serve their purposes best, but enemies as readily as friends, if enmity better secured the object for which the company existed. Such was the Hudson's Bay Company when history

brings us to the verge of the decisive conflict of diplomacy, almost of arms, for the ultimate ownership of Oregon.

With the union of the Hudson's Bay Company with the Northwest Company in 1821, there came into the consolidated and greatly enlarged Hudson's Bay Company a gentleman destined to a larger place and greater influence in its history, and the history of the country



DR. JOHN McLOUGHLIN.

for a full quarter of a century, than any other man. It was Dr. John McLoughlin. The position he occupied and the influence he exerted in the country fully justifies us in pausing in the midst of our story to give some brief characterization of this historic personage.

Dr. John McLoughlin was by birth a Canadian, by blood a Scotch-Englishman. He was an educated physician, and early entered the service of the Northwest Fur Company as such, and served in that capacity at Winnipeg. Such was his zeal and intelligence, however, that he exercised a very commanding influence over the counsels of the company, and at length, when

his company was merged into the Hudson's Bay, he became a factor in that company, in which his abilities received their legitimate appreciation, and he was made governor of all its territory and business west of the Rocky mountains. This made him practically a dictator in a country 1,200 miles long and 1,000 miles broad.

In person Dr. McLoughlin was of most imposing mien. He stood six feet and three inches in his moccasins—for he wore the Indian moccasin generally to the end of his life,—was erect as a fir tree, and moved with a stately and even majestic tread. His face was full and florid and cleanly shaven, and his eye a clear blue. When the writer's personal acquaintance with him began, in 1853, his full hair was like a silver crown, and worn full and flowing, reaching nearly to his shoulders, and his eye had yet a quick and darting fire. His movements were decisive, if not quick. His voice in ordinary conversation was low, and his speech somewhat slow, but when excited it rang sharply and decisively out, like that of a man who was accustomed to his own way in all that he cared to do at all. The writer was then a young man, just entering upon his life-work in Oregon, while Dr. McLoughlin had then for some years been a private citizen; but his appearance was so venerable and august, his position in the country had been so commanding and his history so remarkable, that he seemed to my imagination the most impressive personality I had ever beheld. To this day I doubt whether a more imposing physical presence ever walked the streets of this great Northwest than that of Dr. John McLoughlin.

His character was as marked as his presence. He had a very high sense of personal honor, and his integrity was beyond question. He was generous and humane to an unusual degree. Quite a number, now among our wealthy and distinguished citizens, owe their first commercial positions in the trade of this coast to his helpful hand. And, after the acrimonies arising from the position of the Hudson's Bay

Company, of which he was chief factor, as the overwhelming monopoly of the coast, have passed largely out of the personal remembrance of the people, and Dr. McLoughlin is remembered only as the man and the citizen that he appeared after he closed his connection with that gigantic corporation, there is no name held in higher veneration by the citizens of Oregon than his.

With the Hudson's Bay Company, the period from 1821 to 1833 was an era of growth, and yet of consolidation. Nothing occurred to disturb the equanimity of its rule. Its power touched every center and circumference of the vast territory of its operations. True, some American fur companies, like that of Sublette, Smith and Bridger, or some independent traders and trappers like Bonneville and Wyeth, now and then ventured over the line of its assumed rights along the gorges of the Rocky mountains, but the Hudson's Bay Company had only to speak and they disappeared. Even before this era it had absorbed Astor's company, as we have before noticed. It would extend this portion of our work unduly were we to follow in detail the adventures of the gentlemen and servants of this company through this decade of its greatest power and prosperity. During this time the diplomatic debate between Great Britain and the United States as to the ownership of Oregon passed through many changes, but seemed not to advance toward any settlement. Both parties were claimants of the country, but both were wary, procrastinating, and fearful of a final tender of terms. Great Britain seemed to have justest reason to postpone decision. The Hudson's Bay Company was British. It held the situation with a grasp it seemed nothing could unloose. Its brigades of boats were on every stream and its hunters and trappers on every trail. There were literally none to oppose them. Their small but wonderful circle of leaders like Simpson, McLoughlin and Douglas, were planning with marvelous foresight and ability to retain for England what their former

enterprise and courage had apparently gained, all the Pacific coast from California to the Russian possessions,—a region they well knew to be among the fairest and most fruitful on the globe. They held a first mortgage—that of possession upon it. Give them but time and they would do the rest. So diplomacy waited upon possession, trusting that might would make right, and the young republic on the Atlantic shore would in some critical and nervous hour surrender to power what was clearly her own right in law. But both Britain and the Hudson's Bay Company had left out of their account the element most determinative of history, as we shall subsequently see. Meanwhile the relations of the Hudson's Bay Company with competitors in its field, whether associated or individual, require some consideration.

Subsequent to the defeat of the grand project of John Jacob Astor, as already related, the expedition of Captain Bonneville was the first that held within itself any real threat to the supremacy of the Hudson's Bay Company in the region then known as Oregon. As it seems needful, to maintain the continuity of history, and enable our readers to understand the latent, as well as the obvious, causes that finally wrought out the history of the Pacific Northwest, to give some brief account of that expedition, a few sentences regarding Captain Bonneville here will be acceptable to the reader:

He was of French parentage, born in the city of New York about the close of the American Revolution. He inherited all the French volatility and fervor of imagination, though it was disciplined in his early years by mathematical studies. He was educated in the United States Military Academy at West Point, from which he entered the army, and was for a number of years stationed on the far western frontier. The inactive and uneventful life of a soldier in time of peace ill suited his active and adventurous temperament, and naturally his eyes turned toward the unexplored regions of the Rocky mountains as the field offering incident and ex-

citement enough to gratify his ambition. He obtained leave of absence from the army, and secured from the major-general commanding it, from the secretary of war and from the president more than a quasi-indorsement of his plans. He succeeded in interesting with himself Alfred Seaton, of New York, a gentleman of high respectability and influence, and formed an association with adequate means for the prosecution of his expensive project. Mr. Seaton was the more ready to aid Captain Bonneville from having been associated with Mr. Astor's enterprise, as he was one of the patriotic American youths who were at Astoria at the time of its surrender to the British. He hoped to contribute to the raising again of the flag of his own country on the shores of the Columbia. Captain Bonneville was also on close terms with Mr. Astor himself.

Prepared for his adventurous expedition, Captain Bonneville found himself in the early spring of 1832 on the western frontier at Fort Osage, Missouri, where he enlisted a force of 110 men; mostly experienced in the craft of the plains and mountains, and ready for any enterprise of profit or danger. On the 1st of May of that year he began his march westward.

To Captain Bonneville belongs the historic distinction of first conducting wagons to and over the summit of the Rocky mountains. This was a distinct gain for civilization, as it introduced civilized methods of locomotion in the place of those of the barbarous Indian or the white marauder. These first meant every succeeding wheel of trader or emigrant or locomotive; and, though the world did not see it, they meant the Pacific coast for the Americans instead of the English.

The exciting adventures of his journey westward cannot be followed here. His route was across the then unpathed solitudes where now are the wonderful States of Kansas and Nebraska, and he opened for wagons the identical road traveled by emigrants from western Missouri to Oregon until the rail-car displaced the ox-wagon, nearly forty years after he had pio-

neered the way. From the 1st of May to the 24th of July his long cavalcade of wagons and horsemen moved slowly westward and upward. At noon of that day he was beyond the divide of the Rocky mountains and encamped on a branch of Green river, then called Seeds-Kee Agio, or Sage Hen river. On the 27th of July he reached Green river—the “rendezvous” of the trappers and traders of the Rocky mountains for that year,—at least a hundred miles within the limits of Oregon as the maps then described it.

He had now entered a region of indescribably wild and broken mountain ranges, and hence he determined here to abandon his wagons—the first, we repeat, ever to pass the gates of the Rocky mountains—and on the 22d of August packed his horses and began his march still westward, having selected the valley of Salmon river, near where Salmon City, in Idaho, is now situated, as the place for his winter’s cantonment.

A full year was spent in the region contiguous to this place, and the following December he established his winter quarters on the Portneuf river. But his main purpose in coming to the mountains was yet unfulfilled. When all was settled for his people in their winter encampment, with three trusted and hearty mountain-cheers he mounted his horse on Christmas morning of 1833, for an expedition of great peril, as well as of great historic importance, namely, to penetrate the Blue mountains, visit the establishments of the Hudson’s Bay Company on the Columbia river, and gain such information as he could of the country itself and of the great company that controlled it.

There is a temptation to the pen of the writer to follow this wonderful midwinter journey of this wonderfully resolute explorer down the storm-swept plains of the Snake river, amid the snow-clad summits of the Blue mountains, across the alway interesting “Grande Ronde” valley, then along a devious way among the heights of “Immaha,” as Bonneville writes it, and finally, of the Columbia and to Fort Walla Walla, the Columbia river east of the Cascade mountains; but space forbids the thrilling account.

Captain Bonneville reached Fort Walla Walla on the 4th day of March, 1834. Though received politely, as a man, by Mr. Pambrun, in charge for the Hudson’s Bay Company, when he sought to purchase some supplies for his return journey to the Portneuf, he was plainly told he could have nothing. The policy of that company was to discourage all trade and all traders but its own. While Captain Bonneville was a guest he could have food and polite attention as such, but when Captain Bonneville was on the trail, a trader representing an American interest, he was to the Hudson’s Bay Company a foe, and it were better to that great British corporation if he perished than if he lived. He could therefore have nothing. Piqued and irritated, and disdaining to receive courtesies as a man that were forbidden him as an American, on the 6th day of March, having received the hospitality of the Hudson’s Bay Company only two days, he set out on his return to his people in the valley of Snake river. After many vicissitudes among the snows of the Blue mountains he reached the place of their encampment on the 1st of June.

The result of this exploration of Captain Bonneville was to satisfy him of two things: First, that an American trade could profitably be opened in the valley of the Columbia; and, second, that any such attempt would meet the determined and unscrupulous opposition of the Hudson’s Bay Company. Future events demonstrated that in the first judgment he was mistaken, while in the second he was unhappily correct. Still such was the conviction of his own mind that, one year later, he prepared to put his opinions to the test by a second visit to the Columbia at the head of a trading company of twenty-three men. He left his encampment on Bear river on the 3d day of July, 1834, again traversed the dreary plains of Snake river, penetrated the Blue mountains near the line of the old “emigrant road” and reached the Umatilla river (called “Ottolais” by him) about the middle of September. Being now within thirty miles of Fort Walla Walla, he sent forward a

detachment of his company to procure food, as he was in danger of famine. They met with a peremptory refusal of the Hudson's Bay Company, who added to the inhospitality of refusing food for the almost famishing camp, an attempt to seduce the men from the service of Captain Bonneville by most tempting offers of employment if they would abandon his employ. They refused, and returned to the camp of the captain empty-handed. He instantly broke up his camp, followed down the Umatilla river to the Columbia, and endeavored to open a trade with the Indians for fish and other food, but the Hudson's Bay Company had forbidden them to hold any communication with the Americans, and they kept almost entirely out of his sight. He endeavored to force his way down the Columbia river to the Willamette, where he intended to establish his winter quarters, but it was everywhere the same: not an article of provisions could be obtained. To keep his men from starvation two of his horses were killed for food. But to unhorse his company even to sustain life here was certainly to lose all their lives. An enemy he could not see confronted him everywhere, and inhospitable nature seemed in league with that enemy to destroy him. The reader need not be told that that unseen enemy was the dread and deadly influence of the Hudson's Bay Company, poisoning the suspicious and timid minds of the Indians against all that was American. The way before him to the Willamette was unknown. That valley itself was only a fable to his men, lovely and rich indeed as a fable, but they dared not venture farther. Nothing seemed to remain to him but a hasty return to the Blue mountains, where deer and elk could be found for food, or death by starvation on the driving Columbia sands. The alternative of return and life was chosen, and reluctantly he faced his company eastward for the mountains. Thus Bonneville's struggle to establish an American traffic on the Columbia in opposition to the Hudson's Bay Company ended in utter failure. Few among the men of the mountains and plains at that time had the courage and caution and will of Bonneville,

and where he failed none need hope to succeed.

In subsequent years Bonneville, then a major in the United States army, was put in command of the troops of the United States stationed at the old Hudson's Bay post of Vancouver, and there the writer met and conversed with him in the autumn of 1853, suave, intelligent, filled with pioneer memories, and delighting to recount the incidents of his three years in the mountains of eastern Oregon from 1832 to 1835, where, though ostensibly a mere trader, he was really under the sanction of the president of the United States as an observer of the attitudes and power of the Hudson's Bay Company, the representative and embodiment of the British Government in Oregon.

After the power of the Hudson's Bay Company had compassed the defeat of Bonneville's well-laid schemes, the next to try his prowess against it was Mr. Nathaniel J. Wyeth, of Cambridge, Massachusetts. Indeed, Mr. Wyeth's adventure was partly contemporaneous with Captain Bonneville's, though its disastrous culmination was somewhat later. Like all men who assay such gigantic undertakings, Mr. Wyeth was ardent, enthusiastic, determined and capable of inspiring others with his own spirit. In 1832 he organized an emigrating company of twenty-two persons in Massachusetts, for the purpose of proceeding to Oregon, and, together with establishing a trade with the Indians, occupy portions of the country as settlers.

With this company he started westward. Knowing little of practical life on the frontier, it was not until they reached St. Louis and began to come in contact with such men as the Sublettes that the true character and great difficulty of their undertaking began to dawn upon their minds. Some of his party turned back, but Mr. Wyeth was made of hardy stuff, and with others he pushed forward, and finally reached the Columbia river and Vancouver; and, having made a somewhat cursory examination of the country, and being greatly impressed with its beauty and resources, returned to Boston and immediately entered on preparations to

forward a ship load of suitable merchandise the following year for the Columbia, while he, with an associated company of men, should return to Oregon by land and enter the list of competition with the Hudson's Bay Company in the very center of its power.

In connection with this journey of Mr. Wyeth occurred an event that incidentally illustrated the ability and disposition of the Hudson's Bay Company to do anything at any cost necessary to control the trade of all the West. It was this:

On his return eastward the year before, Mr. Wyeth had entered into a contract with one of the Sublettes in the Rocky mountains for the delivery of a large invoice of merchandise at the rendezvous of the following year. Mr. Wyeth, true to his part of the contract, brought forward the goods and had them at the rendezvous on Green river the latter part of June. Mr. Sublette is said to have violated his part of the contract under the urgent advice of others, and Mr. Wyeth found himself in the middle of the continent with a large invoice of merchandise for which he had no market. He was highly and justly indignant, and told Mr. Sublette and his associates, who were trying to monopolize the American trade with the Indians, that he "would roll a stone into their garden that they would not be able to get rid of." He immediately packed his goods, went on westward a few days' journey and erected Fort Hall, on Snake river, where he deposited his goods and opened a trade with the Indians and mountain men. The Hudson's Bay Company immediately established Fort Boise, farther down Snake river, as a rival to Fort Hall. Unable to cope with that company, Mr. Wyeth accepted an offer from it for the purchase of Fort Hall, and thus in a few months fulfilled his justifiable threat to Mr. Sublette and his associates by installing the Hudson's Bay Company several hundred miles farther east than it had ever established a post before. No rival could stand before that company west of the summits of the Rocky mountains.

This done, Mr. Wyeth proceeded westward to

Vancouver to await the arrival of his vessel, the brig *May Dacre*, that was expected in September. In due time she arrived, anchored in the lower mouth of the Willamette river, and began discharging her cargo on Wapatoo, now Sauvies, island, where Mr. Wyeth erected a trading post called Fort William, in which he deposited his goods, and where he assayed to open up a traffic. His position was both well and poorly chosen. It was central to the lower Columbia and to the tribes that dwelt upon its banks, who traveled mostly in canoes. It was easy of access from the tribes of the Willamette. It was where sea-going craft could easily reach it. In these respects his position was well chosen. But it was within fifteen miles of Vancouver, the headquarters of the Hudson's Bay Company, and in immediate rivalry with its most astute and accomplished leaders. In this respect his location was poorly chosen, and a very short time made it necessary for him here, as at Fort Hall, to accept the best terms he could obtain of that company and abandon his enterprise, and even the country itself. Mr. Wyeth, in a memorial to Congress on the Oregon question in 1839, says of that company: "Experience has satisfied me that the entire weight of that company will be made to bear on any trader who shall attempt to prosecute his business within its reach. * * * No sooner does an American concern start in this region than one of its trading parties is put in motion. A few years will make the country west of the mountains as completely English as they can desire."

With this complete failure of Mr. Wyeth's enterprise terminated the last organized effort of American traders to establish a successful rival to the Hudson's Bay Company in Oregon, either for trade or the protection of American interests and the advancement of American claims to the country itself; and 1834 closed and 1835 was ushered in with British supremacy, represented by the Hudson's Bay Company, apparently assured in all the country of the Columbia.

At this time, 1834, the Hudson's Bay Company had more than twenty posts in Oregon, and over 2,000 men in the various branches of their employ. There were probably not a hundred Americans in the same territory, and they were hunters and trappers, isolated and wandering over a vast region of country, too few to be formidable, and too dependent on the hospitality of that company to be dreaded as rivals. This showed Mr. Wyeth's statement to be true, that "the United States as a nation are unknown west of the mountains." The Hudson's Bay Company ruled supreme, and there seemed no probability to those on the ground that its supremacy would soon, if ever, be shaken. It is well, therefore, that we pause here and take a brief survey of what Oregon was in this supreme hour of Hudson's Bay domination.

It will be remembered that we are now writing of Oregon as it was understood in 1834, extending from the 42° to 54° 40' of north latitude, and from the Pacific ocean to the Rocky mountains. It was the distinct and avowed policy of the ruling company to keep back all settlement and hold the country only for the production of game. White men, therefore, were unwelcome intruders, unless they were of those races ready to intermarry with Indian women, and thus render themselves fit for the barbaric purposes of that company. They would have no civilization, as we understand civilization. The greatest and ablest and best men among them were intermarried with the native women, and half-breed children swarmed around their habitations. These conditions were a necessity of their policy, and that policy was the only means of securing the ends for which the Hudson's Bay Company was organized, and for which it existed. We are speaking of this policy of the company as we saw it in the last days of its existence in Oregon, when it seemed to us so strange that intelligent and educated English, Scotch, and Canadian gentlemen could ever have fallen into such barbaric modes of domestic living. But we were then comparing their life with the ideals of our own New York

training, and were ignorant of the history and avowed purposes of the company whose best social products we saw. When these were studied we plainly saw that this was not perverse criminality in the people we saw around us, but a commercial necessity in their relations of life. Anything that meant or typed the civilization of an American village would of necessity have been the germ of its destruction to the end for which all this system lived and wrought. Illustrating this, a statement of a chaplain at Moose Factory may be quoted. He said: "A plan I had devised for educating and training to some acquaintance with agriculture native children was disallowed. * * * A proposal for forming a small Indian village near Moose Factory was not acceded to, and, instead, permission only given to attempt the location of one or two old men no longer fit for engaging in the chase, it being carefully and distinctly stated by Sir George Simpson that the company would not give them even a spade to commence their new mode of life!"

Coming to understand that this policy was the wisest, indeed the only means of perpetuating the company itself, we soon found that the "gentlemen of the company," as they were called, personally were indeed gentlemen, while as officers of the company they were necessarily opposed to all that made for civilization. Hence we are able to write of Dr. McLoughlin as a man as we have truly written. Let the reader himself apply these reflections to the Oregon of 1834, and he will understand what, socially and commercially, the Hudson's Bay Company, at its very best estate, and in the day of its supremest power, had made of one of the finest lands upon which shines the universal sun; and in this knowledge he will understand just what the Hudson's Bay Company meant to do for humanity. Almost necessarily its life was entirely hid behind the lids of its own ledger, and to quote the language of Hazlitt, it "had no ideas but those of custom and interest, and that on the narrowest scale."

We have said that the supremacy of the Hudson's Bay Company on the Columbia, and through that company the ultimate ownership of Oregon by Great Britain, was "apparently assured" in 1834. But the genius and prophet of the downfall of the great company, and the defeat of British plans for the possession of the

country, was then surveying Oregon, looking through the blue eyes of a pioneer missionary, who landed at Vancouver within a few days of the arrival of Mr. Wyeth, of whose coming and going we have previously spoken. Our next chapter will tell something of influences that proved too mighty for that power.

CHAPTER X.

THE MISSIONS AND THE AMERICANIZATION OF THE NORTHWEST.

THE GREAT RIVALS—EARLY FORM OF THE CONTEST—A NEW ELEMENT INTRODUCED—THE NEWLY MATCHED CONTESTANTS—HUDSON'S BAY COMPANY AT THE ZENITH OF ITS POWER—OREGON'S ONLY OCCUPANTS—ARRIVAL OF FOUR MEN—THEIR SUPPORT AND PATRONAGE—THEIR AMERICANISM—THE GROWTH OF THE MISSIONARY POWER—TWO CLASSES—THE METHODIST MISSIONS—MISSIONS OF THE AMERICAN BOARD—INDEPENDENT MISSIONS—FACTS—WHAT THE HUDSON'S BAY COMPANY IS DOING—THE PEOPLE OF THE HUDSON'S BAY COMPANY—THE AMERICAN PEOPLE—JASON LEE, THE CORYPHEUS OF AMERICAN SENTIMENT—HIS VISIT TO THE EAST AND RETURN—MISSIONS THE CENTERS OF AMERICAN SENTIMENTS AND PEOPLE—CONTEST MORALLY CLOSED.

FROM the time that the claims of France and Spain to the Oregon country were finally transferred to the United States in 1803, there was, as our readers have seen, no claimant contesting with the United States for the ownership of the country but England. Its final possession by one or the other of these great powers was evidently in the way of the destiny of empire. They were nations of one blood, except that in the United States there was a deeper tinge of the cavalier in the veins of the people than in England. Their very relationship and similarity of origin and of character, made them essentially rivals, jealous of each other's power, and anxious to place barriers in the way of each other's advancement. Besides, the United States were not far enough removed from the close of a successful rebellion against the misgovernment of England, in which rebellion this country had snatched the guerdon of her nationality from the dismembered empire of Great Britain, for either to have come to an era of real friendliness and national fraternity. The very actors in the events of 1776 and 1784, both in England and America, were yet in places of power in the two countries.

They had not forgotten, and they had not forgiven. The Americans were the most forgiving, for they had won the most, and hence could most easily forgive. The British had lost the most, and hence were the sorest and most unrelenting. It was to be expected, therefore, that the struggle for what both so greatly desired, and each believed it owned, would be long and tenacious, and that it would be led through every possible chance and change before it would be finally decided.

We have seen how, in commerce by sea and river, and in the rivalries of the trail and the mountains, the fur companies that represented severally these two nationalities had met each other, and how in every contest of that character the representatives of England had defeated, thwarted and driven away the representatives of the United States, until, though there was a legal joint occupancy, there was no real occupancy but that of Great Britain. From 1813, when the British flag was raised over Astoria, for a full score of years the stars and stripes waved in the skies of Oregon only as a transient visitor, while the cross of St. George symbolized the real ruling power over the country from the

mountains to the sea. The Hudson's Bay Company, wholly representative of the designs and spirit of the British crown, and intensely loyal to them, held supreme dominion over the whole country. It seemed a foregone conclusion that this powerful organization, with its great wealth, and its unrivaled facilities for transplanting its own numerous people into the fruitful soil of these Pacific valleys, would win for England the "nine points of law,"—possession of the country. So the issue and the probability stood up to 1834.

In 1834 the contest was re-opened in another form. Another wholly American element was introduced. It came noiselessly, unheralded, without display of march or flaunt of ensign. It was so small in numbers, and so humble in pretense, that it scarcely arrested the attention of the powerful men who were then at the head of the British power on the banks of the Columbia. Its professed and real purpose so commended itself to every gracious sentiment of the human heart, that men so really humane as were they could not but give it encouragement and blessing. This element, thus introduced, was what, technically, in the early history of the country was known as the "missionary element." It came in the persons of four men whose names have been elsewhere mentioned in this book, but which will bear repeating here, namely: Jason Lee, Daniel Lee, Cyrus Shepard and P. L. Edwards, and they were the types and forerunners of all the missionaries, who, for the following decade, practically alone embodied and expressed the American sentiment and the American citizenship, in contrast with the British spirit and the British citizenship embodied and expressed by the Hudson's Bay Company.

The one thing that distinguished these men in the relation in which we are now writing of them, and the missions established by them and by those who came subsequently, was their Americanism. They not only came to this coast by the direction of the most intensely American church in the country, but they came under the passport and permit, and hence under the pro-

tection of the Government of the United States, certified to Mr. Lee and his coadjutors by General John H. Eaton, the honorable secretary of war under Andrew Jackson, president of the United States at that time. This, with their own personal citizenship, gave them a character not less distinctively American than it was missionary. The same statement, in substance, would be true of all the Protestant missions established in the country, whether by the great denominational or interdenominational societies, or by individual citizens of the United States. They were all Americans—intensely, radically and loyally American.

We are not ignoring the fact that the missionaries who came to Oregon from 1834 up to 1840 came primarily for the purpose of evangelizing the pagan tribes of this great Northwest. We are only bringing to view the other fact that in doing or attempting this they never forgot and never slighted or temporized with their national relationship. Patriotism, in its true sense of love of the country that fostered and encouraged their works, and spread the broad aegis of its protection over themselves personally, was a part of their religion. Their feelings were never isolated from the country that thus protected and cherished them, but they "loved its rocks and rills, its woods and templed hills," with a great, venerating, patriotic love. They might not have done this the more because they were missionaries, in a land where at that time an American citizen could have but a doubtful and precarious sojourn, but they certainly did not do this the less for that reason. Here, then, were the matched contestants for the possession and consequent ownership of Oregon,—the Hudson's Bay Company on the one side, with the confidence of its past successes and its present power upon it; the missionary stations and missionaries, with their high moral purpose and their American sentiment, on the other. Providence had thus handed over the conflict of empire on the northwest coast to these contesting elements, and then awaited the issue.

At this time the Hudson's Bay Company was at the very zenith of its power. Its leaders were kings of men. Its cavalcades were on every inter-mountain trail over half a continent. Its fleets of batteaux and canoes were on every lake, and its voyageurs sung to the music of every cascade from Winnipeg to California, and from the mountains to the sea. A contest of force, of brawn, or even of trade and commerce with it at that time would have been simple madness. Indeed the latter was adventured at this very time by at least two of the ablest and most determined leaders that the history of such commercial partnership among Americans ever produced,—Wyeth and Bonneville,—and both were compelled to hastily retire from the field, Wyeth bequeathing his fortune, with Forts Hall and William, to the British, and Bonneville was compelled to fly from starvation on the banks of the Columbia because the very fish of the rivers and game of the hills were denied him by the lordly barons who ruled at Vancouver for themselves and Britain only. So intrenched was this British power behind the great mountain ranges of the mid-continent that armies could not march against it if they would; and on the thither side 3,000 leagues of ocean, roamed by the prowling cruisers of the British navy, kept eternal watch and ward over them. Thus they stood, and thus Britannia ruled, not the wave only, but the land as well, when these avaut couriers of the mighty host of Americans that ten years later began to follow in their footsteps sat calmly down before this mountain power of commercial supremacy, and that other mountain power of paganism intrenched in the superstitious legends of a hundred generations of petrified intellectual and moral darkness, and began, in their thoughts, if not in their speech, to prophesy to them: "O, thou great mountain, be thou plucked up and be thou cast into the midst of the sea."

These men were not a power in themselves to enter this vast contention for the possession of a mighty empire, for there were but four of them; but they were the seed of a power, the

germ of a force, that was to win that empire to American civilization, and plant it in the blue field of our country's banner.

It is now time that we begin to note and measure the growth of that new force that thus confronted the old. The task is difficult, for who can weigh or measure such forces?—but we must attempt it.

We have before remarked the fact that these mission establishments were of two classes: First, those organized and sustained by great missionary societies, like the Missionary Society of the Methodist Episcopal Church and the American Board of Commissioners of Foreign Missions; and, second, personal and independent missions, established and sustained by the men who themselves wrought in them. But they were all Americans, and nearly all of New England blood, if not of New England birth. That our readers may the better understand the relations, both of men and events, to resultant history, we shall consider these classes separately; and it is the logical order to consider first the class that itself was the first in the order of time. This was the missions of the Methodist Episcopal Church.

In 1834 the four men already named—Jason Lee, Daniel Lee, Cyrus Shepard and P. L. Edwards—under the direction of that society, established themselves in the very heart of the Willamette Valley, the great agricultural paradise of Oregon. These were followed, in 1836, by Dr. Elijah White and wife, with two children; Mr. Alanson Beers and wife, with three children; with Mr. William H. Willson and Misses Anna M. Pittman, Susan Downing and Elvira Johnson. When these arrived, in May, 1837, the first American home was planted in the Willamette Valley. There had scarcely been even the semblance of a home, as we understand that word, in Oregon previous to that time. Even the able and cultivated leaders of the Hudson's Bay Company had consorted with the Indian women, and their abodes had the odor of the wigwam, and their progeny the taint of Indian blood. But here were educated

and cultured white women, accustomed to the refinements of the parlors of Boston and Lynn, of Newark and New York, able to grace any social life, as well as to aid in lifting up a fallen and degraded race. Before only pioneer American manhood had been here; now pioneer womanhood and childhood, and with them pioneer home life, were added, and an American community, with all the elements of perpetuity and increase in itself, was established in the very heart of Oregon. Nor should the statement be omitted here that, with these men and women and children, the Missionary Board had forwarded a large amount of stores of various kinds to render its community practically independent of all others. Within six months of the arrival of this company the community was further strengthened, both in its numbers and its character, by the arrival of Rev. David Leslie and wife with three children, Miss Margaret Smith and Rev. H. K. W. Perkins. Thus, before three years from the arrival of the first company of four men, the Missionary Society of the Methodist Episcopal Church had planted an American community in the Willamette valley, consisting of men, women and children, with homes and schools and worship, with flocks and herds and plows and harvests, peaceably, but mightily confronting the rule of the Hudson's Bay Company over the fair realm which it so long had governed. In less than three years more fifty-one more persons were added to this American community by the same missionary authority. These consisted of Revs. J. P. Richmond, Gustavus Hines, W. W. Kone, A. F. Waller and J. H. Frost, and Messrs. Dr. I. L. Babcock, and Messrs. George Abernethy, H. B. Brewer, W. W. Raymond, L. H. Judson, H. Campbell, Josiah L. Parrish and James Olley, all of whom had families, and Misses M. T. Ware, C. A. Clark, E. Phillips, A. Phelps and O. Lankton. So, in less than six years after its first small contingents had reached Oregon, the Methodist Episcopal Missionary Society had not only planted an American community in Oregon, but had made it so strong and so estab-

lished it on strategic grounds all over the Northwest as to make it ineradicable,—doing what the United States Government and fur-traders and commercial adventurers had failed to do in fifty years of effort.

We turn now to the work of the American Board of Commissioners for Foreign Missions in the same general field and with a like result. Its first mission in Oregon was established in 1836, two years later than that of the Methodist society, though the country had been quite thoroughly explored the preceding year by Rev. Samuel Parker, of New York, a very intelligent and careful observer. The persons who for this society established this mission were Dr. Marcus Whitman and wife and Mr. W. H. Gray, all from the State of New York, and all, like those connected with the Methodist community, intensely American in training and sentiment. This company of five persons, including the two ladies, crossed the continent from the Missouri river on horseback, a distance of nearly 2,000 miles. Mrs. Whitman and Mrs. Spaulding were the first white women of any nation who ever made a home in Oregon, and are forever monumented as such in the history of civilization of the Northwest. The American heart lingers over their deeds and their memory with a great love and a great reverence, and is glad to give them the crowning place, of which personally they were so worthy, and which with such bravery they won that of the first American home-makers between the Rocky mountains and the eastern sea. The missions of these people were established in the very heart of what has since become known as the great "Inland Empire," at Waiilatpu, on the Walla Walla river, and at Lapwai on the Clearwater, among the Cayuses and Nez Percés, the two strongest and most promising tribes of the entire coast. In 1838 Messrs. Eels, Walker and Smith, with their wives, joined them, and they enlarged their work and broadened their field. So, at the close of 1838, the American Board had six American families, representing the best forms of American life and sentiment,

firmly fixed on the soil of the Oregon of that period; its contribution to the double result of the evangelization of a pagan people and the the Americanization of Oregon.

In addition to these there were what we have called independent missions, established on the individual responsibility of those conducting them, that contributed no slight influence to the great aggregate of American sentiment and life that was now beginning to repress and neutralize the sway of the Hudson's Bay Company. In 1838 Rev. Harvey Clarke, Mr. Littlejohn and Mr. Smith, Presbyterian self-supporting missionaries, with their wives, came over the mountains, and in 1839 Messrs. Griffin and Munger and their wives entered the country with similar intentions. What we have said of the gentlemen and ladies of the missions of the two great boards would be true in character of all these. They were of the same type of representative Americans, stood in the same relation to the Hudson's Bay Company, and were as thoroughly at one with the plans and hopes of the United States in regard to the country as were the others. In a sense, indeed, their independence gave them a vantage ground not possessed by the others, and which they were prompt and faithful to use for the cause of the country they loved so tenderly.

Having thus summarily noted the beginning and traced the development of this entirely American force in Oregon up to the autumn of 1840, a period of but six years, we are in possession of the following facts:

The entire number of adult men and women that these missionary boards had transplanted from the best life of the old States into Oregon, together with those of the independent missions, was sixty-one, constituting not far from thirty American homes. Probably these homes held at that time not far from 100 children, born to an inheritance of American patriotism which certainly would not diminish when they contrasted their own with the homes of those who disputed with them the dominion of Oregon.

But it was not numbers only, nor indeed was

it numbers chiefly, that gave these American people the prestige of conquest. The names of Lee and Leslie, of Whitman and Waller, of Hines and Parrish, of Abernethy and Gray, of Spaulding and Walker, of Clarke and Griffin, of Babcock and Campbell, of Eels and Hall sufficiently attest that, for no writer of early Oregon history can fail to give them honorable mention, or to recognize their great influence in molding that history.

Two other facts, of a somewhat material character, illustrate the eminent service of the missions in making civilization a possibility in Oregon. One was the establishment of mills, both for the production of lumber and the grinding of grain for bread, by the missions of both boards; the other was the introduction of a printing press in 1839, by Mr. E. O. Hall, who set up his press in Lapwai, in the mission of Mr. Spaulding, and published elementary books, both in the Nez Perces and Spokane tongues. And so we are brought to the close of 1840.

Meantime we should know what the Hudson's Bay Company, as representing British pretensions to Oregon, has been doing during the six years that the American missions have been developing into this formidable and opposing force. Surely such astute leaders as McLoughlin and Douglas could not fail to comprehend the threat against the position and power of their company that was in the very presence of these missionary establishments near them. Two things were done, both in themselves well chosen for the end contemplated. First, they introduced in 1838 two French Canadian Roman Catholic priests. These were British subjects, and it was expected, of course, that the influence their profession and character gave them would be exerted against the American and in favor of the British rule in Oregon. This the company had a perfect right to do; and this also Messrs. Blanchet and Demers, the two priests, had a perfect right to do. They placed these priests at most important strategic points; one in the Willamette valley, very near the Methodist missions, and the other was a

faithful itinerant, visiting the different posts of the company alternately. Also in 1840 the company brought an emigration of 125 persons, men, women and children, from Winnipeg, to settle on Puget Sound. Thus, at the two points where the leaders of that great company feared the influence of the American missions the most, they made the most strenuous effort to counter-vail that influence. They knew the greatness of the prize at issue, and they were not the men to neglect any fair means they could use to win that prize for the government of the country they represented.

We do not blame them for this. On the contrary there is a measure of honor that we accord them. They were faithful to the trust their country reposed in them. They did what they could, and in the best way they could, to counteract the influence that, they could not but see, left unchecked must give the long disputed Oregon, coveted equally by both England and the United States, to the American nation. And here it is proper to say that, though the men whose acts we are here recording were both British and Romanist, and this writer is both American and Protestant, there is no record, certainly not up to this date, of any action on the part of either the British or American party that was discolored by criminal unfriendliness. On the contrary, while doing their duty for the cause they represented, neither forgot that broader duty they owed to universal humanity. Still the results on the one side were much more effective and determining than on the other. Can we tell why? Let us see, although the observant reader has already caught the drift of the reason in what we have previously said.

The claims and interests of Great Britain in Oregon were sustained on the whole, by a conglomerate mass of people, of various colors and cultures, and with very little of moral and social adhesiveness. The Briton and the Scotchman, it is true, were at their head, but the French Canadians constituted the larger portion of their followers. What they had of

home life, from the highest to the lowest, was an admixture of these with the females of the various Indian tribes, and served to weaken, rather than to strengthen, the moral and intellectual fiber of the best men among them. The traders, the chief factors, and even the governor himself, were as the voyageurs and trail-men in this regard. Their children were, as a body, without any large and worthy ambition: too high to be Indians and too low to be white men. A home and social life thus tainted never was and never can be a strong political life, and no men could know this better than the really able men whose lives had fallen into these evil coils. One need, therefore, not look beyond this fact for an explanation of the historic anomaly so patent here, namely, that the stronger in numbers and positions and opportunity should prove the weaker in a conflict of intellectual and moral, or even political potencies.

On the other side,—the side of the American community, as embodied, up to this time, in missions and missionaries—there was a homogeneity of moral and intellectual and national idea that gave it the strength of welded steel, while it had the elasticity of a three-fold cord. They were picked men and women, chosen from among the hardiest and most aspiring people of the new world. They had been trained on the farms and in the shops and at the forges where human frames are annealed into endurance and tempered into elasticity. They were educated, in the best sense of that word. There was neither illiteracy nor ignorance among them. They were isolated from contaminating and degenerating contacts. Many of them, both men and women, had high literary ability and culture. They had ambition,—that supreme propulsion that forever lifts great souls from the victories of to-day into the wider triumphs of to-morrow. They comprehended their responsibility and accurately measured their opportunity. It may be doubted if the Mayflower landed on Plymouth Rock as universally endowed and thoroughly equipped body

of empire-builders as the missionary boards of the United States placed in Oregon from 1834 to 1840. And this was the body of men who stood here alone for American interests and supremacy over against the Hudson's Bay Company, representing English interests and supremacy.

We are not to be understood as saying that there were absolutely no Americans here before 1840 but the missionaries and their families. There were a few, possibly twenty-five in all, but they were mostly of that floating class that linger on the fringes of society, or that wander over the world without a fixed and definite aim. Some of them remained in the country, and under the influence of the stronger power of the missionary organizations became highly useful members of society, and left an honorable record in its early history. Not strong enough in numbers to constitute a community, it was beyond the possibilities of their condition that they should uphold and make ultimately successful the American cause in Oregon.

The writer would not detract from the credit or fame due any man, or any class of men, from their work for and in our early Oregon; nor would he add to the laurels of any one more than is due. But up to this date the American interest here owed more to the influence and work of Jason Lee than to those of any other one man, if not indeed to all the men in the country combined. He was as fully the Corypheus of the American community as was Dr. McLoughlin of the Hudson's Bay British influence. He was a man strong in purpose, vigorous in execution, reticent and self-contained. Being first in the field, he very early made himself well acquainted with the country from the Umpqua to Puget Sound, and from the ocean to the Rocky mountains. His manuscript journal, now open before the writer, shows that he placed a very high estimate on the agricultural capabilities of the country, and especially of the Willamette valley, and as early as 1835 believed that it would soon be occupied by a civilized people. His correspondence with the

Board of Missions in whose service he was employed, which was published in New York in 1835-'36-'37 and '38, showed the same thing. Following up his belief on this point, in 1838 he returned overland to the States, and before the missionary board in New York, in the public prints, and in the presence of great audiences in every great city from Maine to South Carolina, and from New York to St. Louis, he set forth the character, needs and advantages of Oregon. He spent a full year in this employment, visiting Washington and conferring with the Secretary of State and the Secretary of War, and receiving substantial help from the officers of the general Government for the furtherance of the purpose for which he was in the East,—the organization and equipment of a strong reinforcement for his missionary work. His purpose was completely successful, and in October of 1839 he sailed from New York in a ship chartered by the missionary board, with what was really an American colony; ministers, mechanics, farmers, teachers, and with supplies for the work in which they had engaged, to the value of \$25,000. It was the largest and best furnished company that, on such a purpose, had ever sailed from any port; and when it reached the Columbia in 1840, with Mr. Lee at its head, it morally fixed the national status of Oregon, because it put the American influence far in advance of the British. The inception, organization and cultivation of that influence was more directly the result of the work of Jason Lee than that of any other one man.

A single other point in our view of the relations of these missionary stations to the Americanization of Oregon it is necessary to notice. It is this: The stations became the centers around which accreted whatever there was of American sentiment or American people in the country. This was especially true of the Willamette station. True to its purpose, and the nation under whose charter it pursued that purpose, the Hudson's Bay Company would do nothing to induce or foster American settlement. While it would sell its goods to Americans, it would buy noth-

ing from them. This was the surest system of antagonism it could possibly have adopted. It had forced the Americans out of the country before the missionary stations were established, and, until an organization able to cope with itself in mercantile operations could take up work of colonizing the country, it could keep them out. Rivalry in trade it did not fear, for that it could easily destroy. But the missionary establishments, while independent and self-supporting, were not trading posts. Even their object in the country commended itself to the better feelings of the gentlemen of that company, and, without turning absolute barbarians, they could not molest them. This they would not, perhaps could not do. Hence they could not prevent the ministry of hospitality, which the missionaries were always ready to exercise toward their countrymen, and all

others, indeed, who came to their doors or pitched their tent under the shadows of their sanctuary. And so, though the missionaries were not traders, nor their stations depots of commerce, they were, in the only way in which rivalry could have been successful against the Hudson's Bay Company, the rivals of that erst and mighty monopoly; and, by the time any considerable number of American citizens were prepared to follow the path they had blazed out into the valleys of Oregon in 1842, they had prepared an asylum for them, and broken the right arm of the power of the Hudson's Bay Company, and never afterward did it, or the British nation, which it had so ably represented, recover supremacy in Oregon. Morally the contest was ended, and Oregon was Americanized.



CHAPTER XI.

IMMIGRATIONS.

GERMS OF HISTORY—QUESTION OF IMMIGRATION DISCUSSED—HALL J. KELLEY—HIS MEMORIAL TO CONGRESS—SOCIETY ORGANIZED—ITS PLAN OUTLINED—KELLEY'S EFFORTS TO OPEN TRADE—HIS FAILURE—FROM 1835 TO 1841—IMMIGRATION OF 1841—AMERICANS—HUDSON'S BAY—IMMIGRATION OF 1842—ITS IMPORTANCE—DR. E. WHITE—OTHER IMPORTANT CHARACTERS—MR. CRAWFORD'S STORY—IMMIGRATION OF 1843—ITS IMPORTANT PLACE IN HISTORY—CAUSES THAT IMPELLED IT—GENERAL DIRECTION OF NEGOTIATIONS—IMPULSE OF IMMIGRATION.

IN the story of emigration to the Pacific coast from the Atlantic slope and the valleys of the Ohio, Mississippi and Missouri rivers, are found the real germs of its history. There is in this story a romance of enterprise, patriotism, adventure and ambition, finely illustrating the genius of the American people as it has exhibited itself since Jamestown in the South and Plymouth Rock in the North became the early altars of its consecration to the service of subduing a wild continent and building up within it a splendid empire of liberty. It was only a

continuation of the activity of that genius of free conquest that first sent the hardy sons and daughters of Plymouth out over the Hudson and Genesee, and over the plains of western New York and Ohio, and the not less hardy and more volatile sons and daughters of Jamestown over the Alleghanies and down across the blue and green hills and vales of Kentucky and Tennessee to the shores of the Mississippi even before the Revolutionary war had ceased to echo on the hills of the Carolinas. It is not necessary to claim that these who passed, in the '30s

and '40s, the gates of the Rocky mountains were greater and nobler than those who, before the beginning of the century, had forced those of the Alleghanies to give these a title to all the honor that bravery and hardihood and patriotism can possibly confer upon mortals. It were honor enough that these sons were worthy of their sires, and that the daughters, whose presence graced and illuminated the mountain bivouacs of a two or three thousand miles emigrants' trail to Oregon, and were the lone settler's cabin's chief charm and glory on the prairie shores of the Willamette during the decade of 1840 and 1850, were worthy of the mothers whose company was alike the joys and inspiration of the two or three hundred miles' trail to the Ohio and the Tennessee in the decades of 1790 and 1800. There was, indeed, more of danger and more of deprivation in the earlier than in the later hegira, but both fully paralleled any great conquering movement of humanity in any period of the world's history. If there was in these less of the noise of battles, and less of the bannered heraldry of war, there was not necessarily less of real victory, but rather the more, for the victories of peace are always nobler than those of war. An American must needs dwell with peculiar pride on the fact that this great, restless, on-sweeping flow westward of the most strongly impelled of the great mass of the "common people" of this continent, was what finally settled the most vexing and troublesome questions of international dispute that this country ever encountered. Diplomacy must needs wait on immigration, and a nation's claim must wait on the people's possession. Nothing can be settled without the people. The grants of kings long since discrowned, the edicts of parliaments in capitals far beyond the seas, the charters of corporations and companies given by assumed owners are nothing. It is the people that assure ultimately all claims and pretenses by their own presence and will and work. So it was on the Pacific coast, and in tracing the history of immigration thither we trace the movement of the people that finally and poten-

tially settled all "Oregon questions," and gave the United States her most magnificent seaboard and her fairest and most fruitful realm.

The question of the possibility of peopling this coast by emigration was settled by a movement that was somewhat beyond the calculations of the mere political economist. It was the religious, the missionary, the faith element that opened the way, not as an end, but as a result of its adventure. The subject of emigration to the Pacific coast had been long debated in the Eastern States, but until these avoant couriers had actually, in a single summer, passed to the western shores, it was deemed impracticable if not impossible. In 1804-'05-'06 Lewis and Clarke and their company of men, schooled in the hardest discipline of woodcraft, had needed three or four years to make the journey and return. In 1810-'11 Wilson Price Hunt, with the land portion of John Jacob Astor's great mercantile association, had suffered famine, starvation, almost death in the wild mountains and amid the thirsty deserts of Snake river, and had finally reached the mouth of the Columbia, more dead than alive, after two seasons of the most desperate effort. To carry women and children and household goods and gods over such mountains and across such deserts was felt to be the scheme of enthusiasts. Still the enthusiasts were right, and their enthusiasm, as is often the case, was the highest and most foresighted reason.

The first effort to induce emigration to Oregon of which we can find any record was made in 1817 by Hall J. Kelley, of Boston. The question of the restoration of Astoria to the United States, under the provisions of the treaty of Ghent, was then pending between the United States and Great Britain, and Mr. Kelley, with the instinct of true statesmanship, urged the immediate occupation of the country in dispute by American settlers. There was no response, and yet, undismayed, he continued his appeals and efforts until, in 1829, he organized a company called "The American Society for the Settlement of the Oregon Territory," which was

incorporated by the legislature of Massachusetts. In 1831 the society presented a memorial to Congress, ably setting forth its designs, describing the beauty and value of the country, showing the evident designs of Great Britain upon it, and closing with this rather remarkable and impressive appeal:

"Now therefore your memorialists, in behalf of a large number of the citizens of the United States, would respectfully ask Congress to assist them in carrying into operation the great purpose of their institution; to grant them troops, artillery, military arms and munitions of war, for the security of the contemplated settlement; to incorporate their society with the power to extinguish the Indian title to such tracts and extent of territory, at the mouth of the Columbia and the junction of the Multnomah with the Columbia, as may be adequate to the laudable aim and pursuits of the settlers, and with such other rights, powers, rights and immunities as may be at least equal and concurrent to those given by Parliament to the Hudson's Bay Company, and such as are not repugnant to the stipulations of the convention made between Great Britain and the United States, when it was agreed that any country on the Northwest coast of America to the westward of the Rocky mountains should be free and open to the citizens and subjects of the two powers for a term of years; and to grant them such other rights and privileges as may contribute to the means of establishing a respectable and prosperous community."

Congress gave no heed to this prayer—whether wisely or unwisely may be subject of debate. Whether its non-action deferred or changed the ultimate decision of the "Oregon question" cannot be told. The writer is inclined to the opinion that the time had not come for decisive measures,—that at this juncture the advantages of the situation were with England instead of the United States, and England was better prepared to assert and maintain her authority over the country then than was the United States. While, therefore, Mr. Kelley's theory was wise

and statesmanlike, and the only one that could ultimately win, the time had not yet come for the decisive action by Congress that was asked in that petition. The "Society," however, was not discouraged. Mr. Kelley was appointed its general agent, and continued his enthusiastic efforts and appeals. In 1831, Mr. Kelley, for the society issued a "circular" to persons desiring to unite in an "Oregon settlement to be commenced in the spring of 1832, on the delightful and fertile banks of the Columbia river." The circular stated that "it has been contemplated for many years to settle with the free and enlightened but redundant population from the American Republic, that portion of her territory called Oregon, bounded on the Pacific ocean and lying between the forty-second and forty-ninth parallels of north latitude."

The plan of the company thus outlined was to have been carried into effect in 1832, but the failure of Congress to provide for any assistance for the enterprise caused it to be abandoned for that year. One of its agents however, Mr. Nathaniel J. Wyeth, of whose history and work mention is made elsewhere in this history, did cross the continent with a small body of Boston men in 1832 and returned the following year to prepare for a large personal venture in the line of emigration and trade. So clearly did Mr. Kelley comprehend the geographical and commercial relations of Oregon at that time that he had laid out upon paper splendid city plats at the mouth of the Columbia, where Astoria now is, and at the junction of the Multnomah—or Willamette—and the Columbia river where Portland now is, and in these cities yet to be each immigrant was to have a "town lot," and somewhere else a farm.

Mr. Kelley's personal connection with Oregon was but slight and short. Attempting to freight a vessel and failing, he sought to open avenues of overland trade through Mexico whose revenue officers confiscated the greater part of his goods. He finally reached Vancouver October 15, 1834. His health soon failed and in March,

1835, he departed for his home, having lost \$30,000 in his efforts to colonize Oregon. But while losing this he gained a place in history, and his name is gratefully mentioned as the earliest and one of the truest friends of the "Americanization of Oregon." No history of Oregon can be written that does not thus record the name of Hall J. Kelley. Many men have found a much lower place in history at much greater cost and effort, so that, to him, his financial loss for Oregon was moral and historic gain for himself.

From 1835 to 1841 there was little that might be called immigration to the Pacific coast. True, various missionary companies arrived in the country, as noted elsewhere, but few of these contemplated at first a permanent residence, although many of the persons comprising these companies did remain and took place among the most intelligent, patriotic and enterprising citizens. Also quite a number of persons who had formerly been connected with the various trapping and trading companies in the Rocky mountain regions had grown tired of their precarious and dangerous employment, and came down into the Willamette valley and settled upon land claims. Some of these, too, held honorable and useful places in the subsequent history of the country, and did much to help forward the cause of the Americanization of Oregon. The records of both these classes will appear in their proper places in their history.

In the autumn of 1841 the first regular emigration to the country, consisting of 111 persons, came through the fastnesses of the mountains, thus nearly doubling the white population at once. Probably at the end of 1841, in all the region that now constitutes the States of Oregon, Washington and Idaho, there were not over 300 whites, not counting those connected with the Hudson's Bay Company. The emigration of this year, believing it impossible to cross the mountains with wagons, made no attempt to do so, but performed the laborious journey of 2,000 miles from the Missouri frontier on horseback. How

they could have been so misled in regard to the difficulties of the way appears a mystery, since Bonneville eight years before, and Dr. Whitman six years before, had each taken wagons far beyond the crests of the Rockies, and the American Fur Company had frequently taken them as far as Wind river, but a little eastward of the crest. But as they were misled, so determined was their purpose of emigration that they cheerfully performed the herculean task of packing all their goods on horses and mules, loading and unloading them morning and evening, for the entire 2,000 miles.

Meantime while the first spray of the rolling sea of American emigrants that was soon to follow was touching the shores of Oregon, the Hudson's Bay Company, seeing the danger to their own purposes of permitting the people of the United States to gain a preponderance in the country, organized a scheme of emigration from their own Red river colonies. Sir George Simpson, governor of the Hudson's Bay Company, who crossed the country from Montreal to Vancouver during the summer of 1841, described this emigration as consisting of twenty-three families, the heads being generally young and active. They reached Vancouver in September, and were located by the company near their Cowlitz farm, in the vicinity of the head of Puget Sound. Quite a number of them, being dissatisfied with their location, moved the next year to the Willamette valley, notwithstanding the desire of the company to strengthen the pretensions of Great Britain to the country north of the Columbia river by retaining them there.

The emigration of 1842, for various reasons, took a very important place in the early history of the coast. It consisted of only 109 persons in all, but nearly half of them were adults, and many of these were men who subsequently attained considerable prominence in the country and contributed not a little to its prosperity. With this company came Dr. Elijah White, who bore a commission as sub-Indian agent for the region west of the Rocky mountains, and

has the historical distinction of being the first commissioned representative of the Government of the United States resident west of the Rocky mountains. Dr. White's place in Oregon history is somewhat unique. He came to the country first as a physician to the Methodist mission, but on account of a disagreement with its superintendent, Rev. Jason Lee, and other members of the mission, returned to the Eastern States. His residence of some years in Oregon and his general intelligence in regard to the country itself, had made it easy for him to secure the attention of the Government, and, though his mental and moral characteristics did not commend him to the people of Oregon, he now returned commissioned to the most important place in the colony. While Dr. White personally was obnoxious to many of the people whose relations to the Indian tribes he was to arbitrate, yet the fact that he returned bearing a Government commission went far to reconcile the people toward him, as it was a proof that the Government was not entirely forgetful of the feeble Pacific colony, however slow it seemed to be in asserting its interest in them. He had also been one of the main promoters of the emigration, using his prominence as an appointee of the government to gain recruits to the standard of the emigrants, and the people were gratefully glad for any influence that added white faces to the dark visage of humanity on the western coast. So, much of the antipathy of the people to Dr. White as a man and a missionary was allowed to slumber, or was kept out of sight, and the good he could do them as an officer of the Government the rather thought of. The justice of history, which neither criticises with prejudice nor praises with partiality, compels the statement that his work was often useful to the rising commonwealth, although on the whole he sadly disappointed the hopes, if not the expectations, of the people.

With this emigration came L. W. Hastings and A. L. Lovejoy, two men who became prominent in the history of the Territory, and also

F. X. Matthieu and Medorum Crawford, men who for half a century in political and civil life exercised a molding and salutary influence.

As this was the the first emigration that attempted the entire journey across the plains with wagons, it is proper that we let one of its number, Hon. Medorum Crawford, tell a part of the story of the journey in his own way, premising that at Green river it was deemed best to dismantle half the wagons and resort to the more primitive method of packing for the remainder of the journey. Of the journey from Green river Mr. Crawford says:

"Horses, mules and oxen were packed with such clothing, utensils and provisions as were indispensable for our daily wants, and with heavy hearts many articles of comfort and convenience which had been carefully carried and cared for during the long journey were left behind. About the middle of August we arrived at Fort Hall, then an important trading post belonging to the Hudson's Bay Company. From Captain Grant, his officers and employes we received such favors and assistance as can only be appreciated by worn-out and destitute emigrants. Here the remaining wagons were left, and our company, no longer attempting to keep up an organization, divided into small parties, all traveling as fast as their circumstances would permit, following the well-beaten trail of the Hudson's Bay Company from Fort Hall to Walla Walla, now Wallula. The small party to which I was attached was one month traveling from Fort Hall to Dr. Whitman's, where we were most hospitably received, and supplied with flour and vegetables in abundance, a very acceptable change after subsisting almost entirely on buffalo meat from Fort Laramie to Fort Hall, and on salmon from Fort Hall to Whitman's. In fact, there had not been in any mess a mouthful of bread since leaving Laramie.

"From Walla Walla Dr. White and some others took passage down the Columbia river on the Hudson's Bay Company's boats or canoes, and still others, and the larger portion of the emigrants, crossed the Cascade mountains on

the old Indian trail. From Fort Hall to the Willamette no precaution was taken against, nor slightest apprehension felt of, Indian hostility; nor were we in any instance molested by them; on the contrary they furnished us with salmon and game, and rendered us valuable assistance for very trifling rewards. From Walla Walla to the Willamette falls occupied about twenty days, and, all things considered, was the hardest part of the entire journey. What with the drifting sands, rocky cliffs and rapid streams along the Columbia river, and the gorges, torrents and thickets of the Cascade mountains, it seems incredible how, with our worn-out and emaciated animals, we ever reached our destination."

Those who in later years and under more favorable conditions traversed the same road, when they read this description of the disorganized and careless journey of the emigration of 1842, wonder how a single one of that company survived the perils of that 1,000 miles journey from Fort Hall to the Willamette settlements arising from Indian hostilities, lack of food, and the incidental dangers of wilderness travel. That they did seems little less than a miracle.

When this immigrant company had become blended with the former white population, the entire census showed less than 500 souls.

In the history of immigration into Oregon we come now to the one that, historically, has had greater prominence and wider consideration than any other, namely, that of 1843. It will require a somewhat broader treatment than any other, because so many personal elements have entered into its consideration, and because some names, dear to the people of this coast, and of the whole country, were identified with it. There has been much controversy about the part played in its history by Dr. Whitman, and many of the ablest writers of the coast have ventured history and criticism and opinion upon it,—perhaps all tinged, more or less, with the hues of romance, which the acts of so chivalrous and determined a leader as Dr. Whitman were well calculated to throw over it. It came, too, in

the crisis of our national controversy with Great Britain in regard to the ownership and boundary of Oregon, and seemed, at least to a superficial observation, the decisive factor in its determination in favor of the United States. For these reasons it becomes necessary to discuss both the motives and the facts that distinguished this above all other immigrations. In doing so we shall endeavor to leave out of sight claims made, for the first time, by writers a quarter of a century after the events recorded transpired, conceived, it may be, under the influence of very partial friendship and companionship; or if not that, then in the prejudice of opposition and personal rivalry, either of which cannot assist careful and judicial historic conclusions. Only as we carefully mark the trend of events and discussions relating to Oregon, both in Oregon itself and the Eastern States, around the firesides of the people and in the halls of Congress, and study them in relation to the philosophy of human action as we understand it, can we arrive at a just and satisfactory conclusion. And, in writing the history of the immigration of 1843, if we cannot write thus it will be impossible to give any adequate and proper understanding of it. First of all, then, the causes that impelled it.

With the conclusion of the treaty between Great Britain and the United States, which terminated in an agreement of "joint occupancy" of the country by the citizens of the two powers with equal rights and privileges, the public mind in the United States settled into the conclusion that the ultimate ownership of the country would be determined by real occupancy. It was tolerably evident that the people, whether English or American, would decide the question that negotiation could not settle, and that neither party felt willing to submit to the decision of arms: that homes and herds, plows and factories, schoolhouses and churches, would become the determining factors in the conflict. In the light of this conclusion the immigration of 1843, far more than those preceding it, must be studied.

The people of the western frontier had become familiar with Oregon. The praises of its mild climate and the stories of its wonderful productiveness had been recited in their ears by returning travelers and adventurers, and many of their own kinsmen had already settled in it and written back the same wonderful recitals. In consequence the frontiersmen who are always trembling with the excitement and love of adventure, felt the thrill of desire to try the enticing journey—enticing to them because of its very perils—to the better land and brighter clime beyond the western mountains. Besides the “Oregon bills,” which had been introduced into Congress by Senator Linn of Missouri, in the fall of 1842, making provision for the establishment of a line of “stockaded forts from some point on the Missouri and Arkansas rivers into the best pass for entering the valley of the Oregon; and also at or near the mouth of the Columbia river;” and also to “secure the grant of 640 acres of land to every white male inhabitant of the Territory of Oregon of the age of eighteen years and upward,” besides other provisions highly advantageous to the settlers, had given assurances to the people that their action in removing to and settling in Oregon would certainly receive the strong support of the Government.

The course of negotiation on the part of the Government relating to Oregon had been such before this time that this proposed movement by Congress came not too soon, nor was it too favorable for the end desired. Let us glance at that course for a moment.

The general direction of the treaty stipulations into which our Government had entered with that of Great Britain in regard to Oregon was plainly, in its result, inimical to the interests of the United States. The first great false step was the “treaty of joint occupancy,” as it was called, in 1818, under the administration of Mr. Monroe, by which, in effect, our Government put into the hands of the Hudson’s Bay Company, which already flanked the country, the power and right by treaty to enter into it

with their drilled and armed “servants,” and took from itself the right to enter any protest against that really armed invasion. That treaty was for ten years, and expired by limitation in 1828, and in that year by another treaty the provisions of the former were extended until one or the other party should give notice for its termination. This was, if possible, a greater blunder than the former, for it perpetuated what else were dead by limitation, and made all subsequent action much more difficult and formidable. Then the Ashburton negotiation which defined the boundary between the United States and Canada as far west as the summit of the Rocky mountains, should, and unquestionably might, have been pressed to a settlement of that boundary to the Pacific ocean on the same degree of latitude, namely, the forty-ninth. Then, most unphilosophic and unreasonable of all, came President Tyler’s recommendation to discountenance emigration to Oregon, by withholding land from the emigrants until the two Governments had settled the title—a contingency too distant and doubtful to be counted on, and which could only inure to the advantage of the Hudson’s Bay Company, representing, and in that sense personating, Great Britain. Thus, by a course of vacillation and timidity, if not incompetency, the Government put in imminent peril its title to Oregon, and nearly lost the stars of our great Northwestern States from the banner of our national Union.

But in America the people are always greater than the Government, and they took up the work of saving what the Government had so nearly lost, and they succeeded where it had failed.

All these facts and influences converged at once on the minds of the people in the autumn of 1842. The newspapers of the land heralded them everywhere. Oregon, the title of the United States to it, and the purpose of immigration into it both as a personal and patriotic impulse, were the themes of conversation in the cabins of the frontiersmen of the West and in the homes of the East. The writer heard it,

talked it, felt it in his home in central New York. It was everywhere,—an impulse, an inspiration, a movement of the great heart of the American people. By and by we shall see its outcome.

Coincident with this impulse toward Oregon which was moving the heart of the East, Oregon itself was thrilling with the same interest for her own destiny. The emigrants of former years were writing flaming and exciting letters to their friends in the East. The missionaries, both of the Methodist and American Boards, as well as the independent missionaries, filled column after column of the great church papers in the Eastern cities with religious and patriotic appeals. For the number of its people at that time, no new country, if ever any old country, had a larger proportion of men of marked ability and high character than Oregon. Among the immigrant civilians were those already named in this chapter with others, with such laymen in the mission work as Whitman, Abernethy, Gray, Campbell, and Brewer; and in the ministerial field such men as Lee, Leslie, Walker, Griffin, Hines, Waller, Eels, and others, all of whom were men before they were missionaries, and Americans before they were churchmen. These were all employed from within the country itself in awakening, by their private correspondence and their published letters, a widespread public interest in all the nation on the "Oregon question," and thus it became the question of the hour. These reasons alone are sufficient to account for the large emigration that stood on the banks of the Missouri river in the early spring of 1843 with their faces looking toward the west.

Still there was one personal incident, and one person having such a romantic, if not such a vital, connection with this emigration as to require a candid and somewhat extended discussion before we consider the emigration itself. That person was Dr. Marcus Whitman, and the incident was his perilous winter's ride over the frozen deserts and through the snow-blocked mountain passes, from the mission station near

Fort Walla Walla to St. Louis, with the purpose of awakening the Government of the United States to some just idea of the value of Oregon, and of the danger of its alienation, as well as to organize and lead back an emigration to take possession of the country as settlers in the interest of its Americanization. While something of romance has been thrown about this "ride,"—and it may have been invested by some writers with greater results than it really accomplished,—it was certainly a bold and romantic venture, and its results entitle Dr. Whitman to a unique place in the history of this coast. Narrated as briefly as possible, the facts of his journey seem to be about these:

His work among the Indians, like all the Indian missionary work on the coast, had proved a comparative failure. The board under whose direction he wrought having become dissatisfied with the meager results of that work, had decided to abandon that station and had given directions accordingly. Dr. Whitman disagreed with the judgment of the board, and sought the approval of his fellow-missionaries in the field of his desire to return to the States, and represent before the board the importance of continuing it. After some delay, and the exhibition of a determination on his part to go with or without their approval, their consent was given, and October 3, 1842, fixed as the time for his departure.

Meanwhile the subject of the struggle between the United States and Great Britain for the actual possession of Oregon was at its height. Dr. Whitman was an intense American, and must have felt keenly the need of early and earnest action in behalf of his own country. He could be of great value to Oregon, coming just from the field, and possibly put the Government into truer relations to the questions pending than any man then in Washington. Besides, at this juncture the emigration of 1842 was arriving, and the tenor of the news they brought was, the negotiations looking to the surrender of a part or the whole of Oregon to Great Britain, in consideration of certain privileges and rights

on the fishing banks of Newfoundland, were pending in Washington. This added new force to Dr. Whitman's resolution, and unquestionably broadened the purpose of his own mind in his journey. But, it is worthy of remark that, before this intelligence from the immigrants had reached him, his plans were formed and the date of his departure fixed. Circumstances enabled him to anticipate that date by a couple of days,—an important consideration to his journey, as winter was already near at hand. While, therefore, the intelligence brought by the immigration served to confirm Dr. Whitman in the wisdom of the resolution he had taken, it could not have been the reason of that resolution, as some writers have endeavored to make it appear. Nor does this in any manner depreciate the value of the services of Dr. Whitman nor detract from his true fame as one of the most devoted of missionaries, the most patriotic of citizens, and the most noble and chivalric of men.

Space cannot be given to the details of Dr. Whitman's winter journey over the Rocky mountains to St. Louis; yet as it has a connection with the history of the emigration of 1843, and incidentally with Oregon history in a broader sense, some notice of it must be given.

On the 3d of October, with a single companion, he left his mission station at Waiiletpu, on the Walla Walla river, about twenty-five miles from the Hudson Bay fort, and began his perilous ride. His companion was Mr. Abbot Lawrence Lovejoy, a Massachusetts man, as his name sufficiently indicates, who was a member of the immigration of that season, and had only reached Waiiletpu about a week before. He was young and vigorous, of compact and sinewy form and well adapted to brave the hardships that were before him. The writer had a somewhat intimate acquaintance with Mr. Lovejoy subsequently, for at least twenty-five years, and often conversed with him in regard to Dr. Whitman's mission to the East at that time, and the circumstances attending their journey. Dr. Whitman himself left no record of it, so

that Mr. Lovejoy's is its authentic story. According to that account, after leaving Waiiletpu they traveled rapidly through the Blue mountains and up the valley of the Snake river, reaching Fort Hall, a distance of 400 miles, in eleven days. Here the direct line of travel, as pursued by the emigrants who had made a plain wagon road to the Missouri river, led over comparatively low mountain spurs until it reached the high mountain plain that borders Green river, and then through the wide depression in the Rocky mountains known as the "South Pass," thence directly down the waters of the Platte river to the Missouri. For some reason the Doctor, instead of following the beaten road, which would have taken him at his rate of travel beyond the South Pass in two weeks from Fort Hall, took a more southern route, via Salt Lake Taos and Santa Fé, and thence to St. Louis. This took him out of the open way into the wildest and most snowy of the Rocky mountains, and at least doubled the necessary travel. To add to the difficulty and danger of the way selected, the winter storms came on unusually early. While they were yet involved in the mountains between Fort Hall and Fort Uinta, the snows lay deep around them; and between Fort Uinta and Fort Uncompahgre, on the waters of Grande river, the main eastern branch of the Colorado, in the Spanish territory and yet west of the mountain summits, it was hardly possible for them to make headway. At this fort they recruited their supplies, and procuring a guide started for Taos across the main divide of the Rocky mountains, and nearly a thousand miles by the way of their travel from Fort Hall. Four or five days from Fort Uncompahgre they encountered a terrific storm, when their guide became confused and Dr. Whitman was compelled to return to Fort Uncompahgre to procure a new one, Mr. Lovejoy remaining alone in the mountain camp with the animals for seven days before his return. Recovering their way, it was yet thirty days before they reached Taos, and they suffered greatly on the way from

cold and scarcity of food, being compelled to use mule meat, dogs and such other animals as came in their way. After remaining at Taos a few days they started for Bent's Fort, on the headwaters of the Arkansas river. Still misfortunes attended their way. Desiring to reach Bent's Fort more speedily than his loaded pack animals could make the journey, the Doctor selected the best horse, and with blankets and a little food rode forward alone. In four days Mr. Lovejoy and the guide arrived, but the Doctor had not been seen or heard of. Mr. Lovejoy returned a hundred miles on the trail, but could only hear from the Indians that a lost white man had been inquiring the way to Bent's Fort. About the eighth day from the time he left his companions he reached the fort, worn, weary and desponding, as he believed God had bewildered him for traveling on the Sabbath—a thing that he had always conscientiously avoided.

Leaving Mr. Lovejoy at Bent's Fort, he immediately pushed forward with a company of mountaineers, and reached St. Louis in February. He had been over four months on the road. Why he should have left the plain road leading through a comparatively open country, free from precipitous mountain ranges, over which he himself had traveled, most of it three times, and taken one so much longer, leading through the most rugged portion of the Rocky mountains, and with which he was entirely unacquainted, has never been decided.

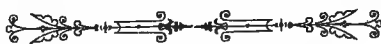
On reaching St. Louis Dr. Whitman found that the occasion for his perilous winter's journey, so far as it related to the matter of negotiations between Great Britain and the United States for the sale of Oregon to the former in any way, did not exist. The treaty between the two powers known as the Webster-Ashburton treaty had been signed on the 9th of August, preceding, nearly two months before his journey. The Oregon boundary had not been included in the treaty, nor even discussed by Mr. Webster and Mr. Ashburton, representing the two governments. Consequently the danger of

the loss of Oregon by the United States had not been so imminent as he had supposed. His purpose, however, was none the less patriotic, nor his bravery in endeavoring to carry it out the less admirable, but this fact certainly demonstrates that all attempts to claim for him the honor of saving Oregon to the United States must prove failures. The danger of losing Oregon was fully averted by the postponement of the boundary question. His presence in Washington, beginning six months after the treaty was signed, and nearly as long after its ratification by the Senate, could not have influenced the decision of the question in the remotest degree. Nor is there any evidence that he personally ever made such a claim. Indeed it is clear that he did not, but that it was made many years after the occurrences narrated, and long after his tragic death at the hands of the Indians had invested his name with the halo of martyrdom by those who had been associated with him in his missionary work, and grew out of their admiration of his character and their memory of the purpose that largely actuated him, as they understood it, in projecting and performing his celebrated journey. It is not needful to attempt further explanation of the claim that was, for a time, strongly current, that Dr. Whitman "alone saved Oregon to the United States." He did his part, others did theirs, but if Dr. Whitman had not lived Oregon would have been, as it now is, a great State of our glorious Union.

On Dr. Whitman's arrival on the frontier he found that great preparations were being made for an emigration to Oregon in the opening spring. The desire and purpose to find a home in the Willamette Valley, the fame of whose climate and productiveness had already spread far and wide, was becoming a contagion. Responding to that sentiment, Dr. Whitman wrote a small pamphlet describing the country and the route thither, urging people to emigrate, and assuring them that they could take wagons through to the Columbia, and promising to join the emigration and act as its pilot on his

return from the Eastern States. His pamphlet, added to his personal appeals, added somewhat to the numbers, and largely to the courage and confidence of the emigrants, but he was too late to initiate the great public movement that resulted in the large emigration of that year,—

historically the most important that ever entered Oregon, as it put such a preponderance of American people and American sentiment into Oregon as to assuredly settle the position Oregon itself would take in the pending international controversy.



CHAPTER XII.

IMMIGRATIONS, CONTINUED.

GREAT PREPARATIONS FOR EMIGRATION—INCIDENTS OF EMIGRATION—MR. NESMITH'S ACCOUNT—A NEW ERA—LIEUTENANT FREMONT'S EXPEDITION—EMIGRATION OF 1844—DIVIDED INTO COMPANIES—SETTLEMENT NORTH OF THE COLUMBIA—EMIGRATION OF 1845—PROMINENT MEMBERS—A NEW BUT DISASTROUS ROAD—EMIGRATION OF 1846—PARTY TAKING A NEW ROUTE—MUCH SUFFERING—THE DONNER PARTY—WAGON ROAD ACROSS THE CASCADE MOUNTAINS—CAUGHT IN THE SNOWS—WINTER IN THE MOUNTAINS—BARLOW AND RECTOR—EMIGRATION OF 1847—VALUABLE ADDITIONS—"TRAVELING NURSERY."

IT is as well, once for all that we give some account of the circumstances attending the gathering, departure and journey of an emigration over the mountains to the Pacific coast; and as the emigration of 1843 was so prominent in its early history, we have chosen this as the place in which to do so. As to the gathering of this emigration on the western frontier of Missouri we shall permit Hon. J. W. Nesmith, a young member of the emigration, afterward for many years one of the most prominent public men in the Territory and State, and for six years senator in the Congress of the United States for Oregon, to tell the story in his own well-chosen words. He says:

"Without order from any quarter, and without preconcert, promptly as the grass began to start, the emigrants began to assemble near Independence, at a place called Fitzhugh's Mill. On the seventeenth day of May, 1843, notices were circulated through the different encampments that on the succeeding day those who contemplated emigrating to Oregon would meet at a designated point to organize. Promptly at the appointed hour motley groups assembled. They consisted of the people from all States

and Territories, and nearly all nationalities, the most, however, from Arkansas, Illinois, Missouri and Iowa, and all strangers to one another, but impressed with some crude idea that there existed some imperative necessity for some kind of an organization for mutual protection against the hostile Indians inhabiting the great unknown wilderness stretching away to the shores of the Pacific, and which they were about to traverse with their wives and children, household goods and all their earthly possessions.

"Many of the emigrants were from the western tier of counties of Missouri, known as the Platte Purchase, and among them was Peter H. Burnett, a former merchant, who had abandoned the yardstick and become a lawyer of some celebrity for his ability as a smooth-tongued advocate. He subsequently emigrated to California, and was elected the first governor of the Golden State. Mr. Burnett, or as he was familiarly designated, 'Pete,' was called upon for a speech. Mounting a log the glib-tongued orator delivered a glowing, florid address. He commenced by showing his audience that the then western tier of States and Territories was

over-crowded by a redundant population, who had not sufficient elbow room for the expansion of their enterprise and genius, and it was a duty they owed to themselves and posterity to strike out in search of a more extended field and a more genial climate, where the soil yielded the richest return for the slightest amount of cultivation, where the trees were loaded with perennial fruit, and where a good substitute for bread, called *La Camash*, grew in the ground, salmon and other fish crowded the streams, and where the principal labor of the settlers would be confined to keeping their gardens free from the inroads of buffalo, elk, deer, and wild turkeys! He appealed to our patriotism by picturing forth the glorious empire we should establish on the shores of the Pacific; how, with our trusty rifles, we would drive out the British usurpers who claimed the soil, and defend the country from the advance and pretensions of the British lion, and how posterity would honor us for placing the finest portion of our country under the dominion of the stars and stripes. He concluded by a slight allusion to the hardships and trials incident to the trip, and dangers to be encountered from hostile Indians on the route, and those inhabiting the country whither we were bound. He furthermore intimated a desire to look upon the tribe of 'noble red men,' that the valiant and well-armed crowd around him could not vanquish in a single encounter.

"Other speeches were made, full of glowing description of the fair land of promise in the far-away Oregon, which no one in the assemblage had ever seen, and of which not more than half a dozen had ever read any account. After the election of Mr. Burnett as captain and other necessary officers, the meeting, as motley and primitive a one as ever assembled, adjourned with three cheers for Captain Burnett and Oregon. On the 20th of May, 1843, after a pretty thorough military organization, we took up our line of march, with Captain John Gantt, an old army officer who combined the character of trappers and mountaineer, as our guide. Gantt had in his wanderings been as far as Green

river, and assured us of the practicability of a wagon road thus far; Green river, the extent of our guide's knowledge in that direction, was not half-way to the Willamette valley, the then only inhabited portion of Oregon. Beyond that we had not the slightest conjecture of the condition of the country. We went forth trusting to the future, and would doubtless have encountered more difficulties than we experienced had not Dr. Whitman overtaken us before we reached the terminus of our guide's knowledge. He was familiar with the whole route, and was confident that wagons could pass through the cañons and gorges of Snake river and over the Blue mountains, which the mountaineers in the vicinity of Fort Hall declared to be a physical impossibility.

"Captain Grant, then in charge of the Hudson's Bay Company at Fort Hall, endeavored to dissuade us from proceeding farther with our wagons, and showed us the wagons that the emigrants of the preceding year had abandoned as an evidence of the impracticability of our determination. Dr. Whitman was persistent in his assertion that wagons could proceed as far as the grand Dalles of the Columbia river, from which point he asserted they could be taken down by rafts or batteaux to the Willamette valley, while our stock could be driven by an Indian trail over the Cascade mountains near Mount Hood. Happily Whitman's advice prevailed and a large number of wagons with a portion of the stock did reach Walla Walla and the Dalles, from which points they were taken to Willamette the following year. Had we followed Grant's advice and abandoned the cattle and wagons at Fort Hall, much suffering must have ensued, as a sufficient number of horses to carry the women and children of the party could not have been obtained: besides wagons and cattle were indispensable to men expecting to live by farming a country destitute of such articles.

"At Fort Hall we fell in with some Cayuse and Nez Perces Indians returning from the buffalo country, and as it was necessary for Dr.

Whitman to precede us to Walla Walla, he recommended to us a guide in the person of an old Cayuse Indian called 'Sticcus.' He was a faithful old fellow, perfectly familiar with all the trails and topography of the country from Fort Hall to the Dalles, and although not speaking a word of English, and no one in our party a word of Cayuse, he succeeded by pantomime in taking us over the roughest wagon route I ever saw."

This quotation from Mr. Nesmith must give our readers a fair idea of the courage and determination necessary in this early day to face the dangers and endure the discomforts of a half year's journey, with oxen and wagons as the means of travel, over the desolate plains and through the rugged mountains that lay wide and dark between the Missouri river and the Pacific ocean, a distance of a round two thousand miles. But the daily march over dusty and sunbrowned leagues, the night's weird bivouac under the stars, the fording of rushing rivers, the ascent and descent of precipitous mountains, the lone camp-guard, the thundering stampede of horses and oxen, the warning and warding off of Indian attacks amid the crouching of frightened children, or the suppressed sobbing of timid women,—these must have been seen and experienced to be understood as they existed in reality from 1841, when emigration began, to 1860, about which time the pioneer emigrant era may be considered to have closed.

In the emigration of this year were many men whose names became very prominently connected with the history of the country. Among these may be mentioned the Applegates, Burnett, Cason, Chapman, Dement, the Fords, the Garrisons, the Hunters, the Howells, the Matheneys, McCarver, Nesmith, Parker, and the Waldos. When the company reached Oregon, besides the gentlemen connected with the various missionary stations, and fifty or more of the former Hudson's Bay Company employes settled on French prairie, there were resident in Oregon about eighty American men, making in the autumn of 1843, with the newly

arrived emigrants, a total adult male population of about four hundred, and a total white population of not far from two thousand souls.

The introduction of this number of American people, many of whom were educated and refined and all of whom were strong in purpose, and had wealth both of brain and brawn, lifted Oregon at once from a camping-ground for fur hunters and mountain men, and even from a field of mere missionary occupancy, to the condition of a civil community—a commonwealth—with the needs of a community, and with ability and dispositions to supply those wants. So the autumn and emigration of 1843 brought a new era to Oregon, the era of government, which will be considered in its proper place in this work.

The impulse of emigration to Oregon did not exhaust itself in 1843. The last emigrant wagon of that year had hardly disappeared westward of Missouri before the frontier was astir again with moving preparations for the emigration of 1844. This was nearly as great as that of the preceding year. It added about 800 to the American population of Oregon, 234 of them strong, able-bodied men. The emigration of 1843 came in a single column, under one captain, and with a semi-military organization. That of 1844 started from various points, under different leaders, and divided up more and more as it progressed on the journey. This greatly added to the ease and facility of travel, and the various companies had comparatively little difficulty in their long journey. Besides, the several hundred wagons of the preceding year had broken down the sage of the plains, and made a clearly marked road as far as The Dalles. The larger divisions of the emigration started, one from Independence, one from near the mouth of Platte river, and one from near St. Joseph, and Cornelius Gilliam, Nathan Ford and Major Thorp commanded these divisions respectively. In this emigration were many names that have become honored in various departments of western history and that are worthy of notable record. Without any invidious selections we name the Eadses, the Fords,

the Gilliams, Holman, Minto, Rees, Simmons, the Shaws, the Thorps, J. S. Smith and many others whose industry made the country to bloom like a rose tree, and who in many ways contributed to its material growth and moral and intellectual progress.

Of the immigration of 1845 comparatively little record has been preserved, although it was larger than that of either of the two preceding years. The population of the Territory was now becoming so large that a thousand or two of people could melt away into the former aggregate without such manifest expansion of the population as before. And besides, when so many had preceded, it was not considered so strange that many others should follow. Hence the 2,000 people constituting the immigration of 1845 arrived, dispersed over the country from the California mountains to Puget sound, and became integral parts of the body politic, without having taking pains to make a roster for the benefit of history, on the perpetuity of their own deeds. Still a few can be mentioned, culled here and there from fugitive archives, whose names must ever stand connected with some departments of the deeds of the pioneers of the coast. We instance T. Vault, the Waymires, the Riggsses, Gen. Joel Palmer and Wilcox.

The road from the Missouri to the Columbia had now become a broad and beaten track. There was no difficulty and little danger in traveling it except such as arose from deficient preparation before starting or poor judgment in traveling. All that was to be done was to travel steadily onward, day after day, quietly and persistently moving forward as the patient ox swings slowly onward, and in due time the goal would surely be reached. But such patience and endurance of effort are not common virtues. To face a horizon that never comes nearer, to push into space that never seems to get shorter, to lift at a burden that never grows lighter, are the severest tests of the strongest natures. So it was not wonderful that many of the weary and foot-sore immigrants became rest-

less of their seemingly endless travel, and felt inclined to listen to any one who came with the promise of a shorter road and speedier arrival at the goal of their desires.

This year this was painfully, almost tragically illustrated. When the immigrants reached Fort Boise Stephen H. Meek, a man who had been a "free-trapper" in the mountains, and for some years employed by the Hudson's Bay Company as such, and who had served as a guide to some small companies in 1842, offered to show them a shorter and more eligible route over the mountains, and one by which wagons could be taken into the Willamette valley without the costly and troublesome transportation by water from The Dalles. The route he proposed to travel, leading through southeastern Oregon, and into the Umpqua valley far south of the head of the Willamette river, he had never traveled himself, but the country through which it passed was known to be open and far less mountainous than the country farther to the north. Quite a number were persuaded to follow his lead. These left the old and traveled road at the mouth of the Malheur river, near Fort Boise, and turned southward up the valley of that stream, while the larger portion kept steadily onward in the beaten road, and in good time reached the end of their journey. The company that followed Mr. Meek soon became convinced that he himself was traveling by guess instead of knowledge. Of course they were in a panic at once. Mr. Meek became alarmed and deserted the people he had led astray and fled to save his life, as many had threatened to kill him on sight. The company undertook to return to the old road by turning to the north and traveling down the valleys of John Day and Des Chutes rivers, and at last, after the most exhausting efforts, and the greatest sufferings from hunger and thirst, reached the Columbia at The Dalles, and were thus rescued from their very perilous condition.

This diversion of a portion of the immigrants from the old line of travel, and the sufferings they endured in consequence, has caused con-

siderable very acrimonious discussion, seriously involving the motives of those who persuaded them into what proved such disastrous action. Still such discussion has failed to demonstrate that there was any specially wrong motive in them, but that they acted without any very accurate knowledge of the country to be traversed and consequently not with good judgment, and thus betrayed those who trusted their advice into a very costly and dangerous experiment. Many thrilling accounts of cases of individual suffering and hardship and loss on the treeless and waterless wastes of the Klamath and Humboldt regions have been published, but it would serve no important purpose to transfer them to these pages. Certainly we cannot subscribe to the charge made by some writers that these parties were led astray under the inspiration and advice of the Hudson's Bay Company for the sole purpose of destroying them. Had such ever been the methods of the heads of that company in their dealings with the American immigrants, certainly they could not but see that the destruction of a comparatively small portion of an immigration would have no other effect on the final settlement of the "Oregon question" than to hasten and make it more absolute against themselves. But such never was their method, as impartial history must determine.

Like the emigration of 1845, that of 1846 was divided into small companies, which reached the country at various times and by different routes, so that no record of names was kept. When it left the Missouri river it consisted of 2,000 souls. However, by this time California was beginning to divide with Oregon the attention of intending emigrants, and on reaching Fort Hall about one-half took the southern route down the Humboldt river and across the Sierra Nevadas into the Sacramento valley. The greater portion of those destined for the Willamette valley pursued the old route down Snake river, and reached Oregon City, then the goal of the journey, in good time, and without unusual incidents. However, about 150 people, with forty-two wagons, were induced, at Fort

Hall, to undertake a new route in the same general direction as the disastrous one selected by Meek the year before, and despite the unfortunate outcome of that venture. The misadventure this year was induced by the presence at Fort Hall, on the arrival of the trains, of a number of men from among the most reputable and influential citizens of Oregon, mainly residing toward the southern end of the Willamette valley, who claimed to have looked out a road from the point where they met the emigrants to that valley by the way of the Humboldt, Klamath lake, Rogue river and Umpqua valleys, much more feasible than the old one by the valley of Snake river. These men had actually passed over the route they outlined to the emigrants on their way out; but, being on horseback, and traveling without any incumbrances, it probably seemed much shorter to them than it really was, and certainly much shorter than it proved to the worn and weary emigrants, impeded in their travels by wagons and all the incumbrances of camp life. It certainly cannot be supposed that such men as those who led the party that surveyed the new route could have had any sinister or selfish motives in leading these families into the terrible straits through which they were compelled to pass. Still it cannot be possible for the historian to relieve these gentlemen from all blame, as they were all acquainted with the peculiar difficulties of emigrant travel, having themselves crossed the continent but a year or two before as emigrants, and knew that water and grass were prime conditions of safety with ox teams, and where these could not be found in abundance there could be no excuse for venturing, unless the necessity was absolute. From fifteen to twenty miles was an average full day's journey with oxen on the emigrant roads, and there were stretches of grassless and waterless desert of from twenty to fifty miles in width, over which they attempted to lead the forlorn party that had intrusted itself to their guidance. Of course there was much suffering. Many teams perished. Men, women and children were compelled to go on foot over

burning sands and cinereous rocks, to climb timbered summits and ford the roaring torrents of the mountains. The consuming thirst of the deserts of the sterile interior was at last relieved, it is true, by the springs and streams of the Sierras, but then gaunt hunger paralleled their earlier thirst. At last, however, man by man, or family by family, the worn and strengthless emigrants straggled down from the Siskiuas into the Rogue river valley, or emerged from the Umpqua cañon into Umpqua valley, almost without cattle, or wagon, or clothing, welcomed to the end of their sad pilgrimage only by the chills of an Oregon midwinter. Taken all in all this was the most deeply shadowed page in the history of our immigration, and has left a heritage of more acrimonious and bitter discussions and heart burnings to the historian.

But, sad as is this record, it is a bright one compared with the fate of a large party known as the "Donner party," that separated from the Oregon immigrants on Humboldt river, and attempted to scale the winter-clad Sierras into the Sacramento valley. These became entangled in the labyrinths of the mountains, were overtaken and overwhelmed by snow-storms, and, unable to proceed or return, many perished miserably by starvation, and the remainder were rescued more dead than alive by the courage and energy of a party from Sacramento valley. The place of the occurrence of this sad event bears the name of "Donner lake," which will forever monument this tragic climax in the history of the emigration of 1846 to the Pacific coast.

The immigrants of this year also signaled their courage and determination by an attempt to open the first wagon road into the Willamette valley across the Cascade mountains. Very seldom, indeed, in the history of exploration or adventure has a braver and more resolute deed been done. We hazard nothing in saying that in all the distance between the Missouri river and the Cascades there is no stretch of 100 miles that presented to the primitive engineering of the emigrants anything like the difficul-

ties of the 100 miles between the open country east and the Willamette valley west of the Cascade mountains.

This is one of the most rugged and lofty ranges of the continent, and, unlike the Rocky mountains, it is everywhere most densely timbered. It is cut and gashed by fearful chasms worn down by the waters that break from beneath the glaciers of Mount Hood and kindred peaks thousands of feet into the volcanic debris of untold ages. The average altitude of the wide, swampy summit of the range is not far from 10,000 feet. From foot to summit and from summit to foot again the whole surface of the earth is covered with the largest and loftiest firs, cedars, pines, tamarack and larch, and its undergrowth is an impenetrable forest of alder, vine maple, laurel, dogwood, hemlock and unnamed varieties of rough and gnarled and interlaced shrubs and ferns and brush. The ax, wielded by a strong arm, must cut a way into, through and out of this indescribable wilderness, or it cannot be passed.

Up to the autumn of 1846 all the wagons taken to Western Oregon were conveyed not far from 100 miles down the Columbia from The Dalles into the mouth of the Willamette and up that stream a few miles on rafts or in Hudson's Bay batteaux. To add to the difficulty a portage of three miles had to be made at the Cascades, and the wagons were taken piece by piece across it and reshipped again below. This 100 miles was the most perilous and difficult part of the journey to the Willamette valley, and came to the emigrants when they were wearied and enfeebled by months of constant toil and care.

To relieve subsequent emigrants of this difficulty a few gentlemen of this summer's company resolved to attempt crossing the mountains with their teams and wagons. At the head of this company were Mr. Samuel K. Barlow and Mr. W. H. Rector. Turning southward from The Dalles along the eastern base of the range, they sought a promising place to enter it to the south of Mount Hood. After

about forty miles travel over a very rough and hilly, though untimbered region, they turned westward up a gentle slope that appeared to lead south of the great snowy cone of Mount Hood, and began to cut their way into the dense forest. Some explored the route in advance and blazed their way, others cut out obstructions and worked grades down and up the impassable precipices, and others drove the teams and cared for the families. Progress was very slow. It was late in autumn. The rains and snows beat upon them in the deep ravines and on the stormy heights. But they were resolute men, and resolved to push onward at every peril. After much effort they conducted their wagons about twenty miles into the wilderness, when the snow became so deep that to go forward or to go back was alike impossible. And besides they were not the men to go back even if they could. Nothing remained for them but to build cabins in which to house their families for the long winter, which was fully upon them, and provide as best they could against starvation. This they did in the deep gorge of White river, a few miles below where its waters flow from beneath the glaciers of Mount Hood. A wilder place can hardly be imagined. On either hand the great mountain sides were covered with giant firs, with close around a dense black pine forest. The little river, whose dashing waters, whitened by the volcanic ashes washed down from the great mountain cone, rushed stormily by. Lone, desolate winter covered all.

The only possible supply of food these winter-imprisoned men, women and children had for the months before them was their emigrant oxen, worn and poor from the long summer's journey from the Missouri river. These they slaughtered and dressed, covered their carcasses with the snow which was sure to remain until May, and resigned themselves to the awful task of keeping alive for the long winter. To live just for the purpose of living is the hardest task a human being ever performed. This was all there was for them to do. So they waited

and ate their scant rations of poor beef, drank water from the river or from melted snow, cut fire-wood from the pines about them, and wore away the weary months.

When the winter snows were ten or fifteen feet deep on the mountains, two or three of the men undertook to scale them on snow-shoes and reach the Willamette valley, and there procure help to work their way backward with supplies before those left behind had perished from starvation. The distance to Oregon City was not less than seventy-five miles, and fifty of that was untracked mountains. With a little beef wrapped up in a blanket on the back of each they left the lone cabins and their lonelier inmates and started on their journey, hoping, yet only half expecting, to succeed. Rector was a remarkably strong, compact and sinewy man, Barlow was of slighter and sparer build, and less able to endure fatigue; and the stress of the long journey had already weakened him. He came near fainting, and one day when he felt he must succumb to his troubles and die he said to Rector, "What would you do with me if I should die here?" "Roast and eat you," growled the stronger Rector. Barlow burst into feeble tears. "Come, come," said the really kind-hearted Rector, "you are not going to die: rouse up, be a man and come on." He cheered and helped him, and these resolute "pathfinders" toiled on over the snowy waste of mountains for many weary days before they descended from their western slopes and entered the Willamette valley. Such men, rather than those who traveled in their wake under Government commissions, and with all the abundance and comforts of Government equipments, were the true pathfinders of the Rocky mountains and the Pacific coast.

On reaching Oregon City, Rector and Barlow obtained supplies for their families yet imprisoned in the snowy gorge of White river, and returned for their rescue. After the winter snows had gone they yoked up the oxen which they had brought back with them, and again began their slow and tiresome movement westward. Their

winter's camp was some miles east of the summit of the range, and up the steep ascent through one of the stateliest and darkest forests that stands on the earth they cut their toilsome way. Then after the summit was passed they floundered through a terrible cedar morass that covers the summit plateau for miles, when they reached a western crest that stood sheer above the valley of a mountain river, whose upper waters cleave the southwestern glaciers of Mount Hood. Into the fearful gorge into which it runs they dropped, rather than traveled, over the face of Laurel Hill, probably the most tremendous descent down which wagons ever rolled. And so they toiled on, day after day, week after week, until the last mountain was crossed, the last forest passed, and the brave remnant of the emigration of 1846 entered Oregon at full midsummer of 1847.

Quite a number of gentlemen, who in various departments of civil life became prominently associated with the progress of the country, attended this immigration. Among them was Mr. J. Quinn Thornton, a man of decided ability and fine acquirements, who became Chief Justice under the provisional government. Unfortunately no roster of this immigration was ever kept, and hence our personal notices of those in it must be omitted.

We have now reached a period in the history of the immigrations into Oregon from which it becomes more and more difficult to trace any one of them in anything like a separate story. Still a few sentences must be given to that of 1847, as that was the last one that left the frontiers of Missouri for the farthest West, that serves to present much of an individual history. Those coming subsequently started on their journey over the now well-worn emigrant road in small companies, at different times, traveled at their individual convenience, and when they reached the end of their journey melted away into the mass of the people almost imperceptibly, as streamlets from the hills blend into the currents of widening rivers toward the sea.

The immigration of 1847 was about 4,000.

California had begun to allure many toward her newly opened and sunny plains, and probably as many of those who started from the Missouri river for the West turned thitherward into the valley of Snake river as crossed the Blue and Cascade mountains into Oregon. But, in many respects, both as to men and things, it was one of the most marked and important of all the emigrations. Its members brought more property, more of those things necessary to make a home-like civilization than any that had preceded it. Bands of fine cattle, including pure Durham stock, and of the best breeds of horses, as well as fine bands of sheep, were driven from the Western States. A stock of merchandise was brought by Thomas and William Cox, and a store opened by them at Salem, the now capital of the State. Apple seeds, peach seeds and many other seeds of plants of which the country had been destitute before were brought. But that which attracted most attention, and was really of most importance, was what was called the "Traveling Nursery" brought by Mr. Henderson Lueling. He constructed boxes about one foot deep and just long enough to fill his wagon bed, filling them with a compost of earth and charcoal, in which he planted about 700 trees and shrubs, of the best improved varieties, from twenty inches to four feet high. This wonderful "nursery" thus transplanted 2,000 miles was the parent stock of those magnificent varieties of apples, pears, plums, cherries, peaches, and other fruits that have given the Pacific coast a name and fame as the finest fruit country on the continent.

The immigration of 1847 contained quite a number of gentlemen who became quite prominent in the industrial and political history of the coast. Among these was the Hon. Samuel R. Thurston, who became the first delegate from the Territory of Oregon to the Congress of the United States, of whom we shall speak more at length in the appropriate place.

With this notice of the immigration of 1847 we close our notices of immigrations as separate from the general course of Oregon history.

CHAPTER XIII.

PROVISIONAL GOVERNMENT.

A NEW ERA—SUMMARY OF ARRIVALS FOR FIVE YEARS—POLITICAL TENDENCIES OF THE PEOPLE—THE QUESTIONS OF GOVERNMENT—"INALIENABLE RIGHTS" VERSUS FOREIGN CONTROL—PETITION TO CONGRESS—MEETING AT CHAMPOEG IN 1841—DEATH OF EWING YOUNG—ANOTHER MEETING—INCIDENTAL CIRCUMSTANCES—DR. ELIJAH WHITE, INDIAN AGENT—ARRIVAL OF THE IMMIGRATION OF 1842—ARTIFICIAL ANTAGONISMS—PROPOSITION FOR AN INDEPENDENT GOVERNMENT—MEETING AT WILLAMETTE FALLS—RESOLUTIONS OF MR. ABERNETHY—THE "WOLF MEETING"—PLOTS AND COUNTERPLOTS—CANADIAN CITIZENS' ADDRESS—MEETING IN MAY—A CLOSE DIVISION—CANADIANS WITHDRAW—PROVISION FOR GOVERNMENT—FOURTH-OF-JULY CELEBRATION—REPORT OF LEGISLATIVE COMMITTEE—"ORGANIC LAWS"—OFFICERS CHOSEN—FIRST ELECTION—GEORGE ABERNETHY ELECTED GOVERNOR—FORM OF OATH OF OFFICE—FIRST LEGISLATURE—DOCUMENTS TO CONGRESS—DR. WHITE—RESULT OF THE MEMORIALS—CHARACTERISTICS OF GOVERNOR ABERNETHY—SECOND ELECTION—ABERNETHY RE-ELECTED—TERRITORIAL GOVERNMENT ORGANIZED.

WE have now reached a period in our history when Oregon began to assume the form of a political commonwealth. Heretofore its history was mainly that of the aboriginal tribes, the various fur companies that operated within its boundary, of the missionary establishments that had been founded among the Indian tribes, and of individual action and adventure. That part of the story that relates to the presence and action of white men who had any civilized or civilizing object in their presence in the country covers but a single decade. This was the era of the missionary organizations, and the period when the results of their presence were crystallizing into social conditions that called for civil and political order. The dreamy story of the Indian tribes simply changed into the story of fur traffic, scarcely less dreamy, and hardly more a civilization than the other. How little there was of anything that had the fragrance of civilization rather than that of the wigwam about it up to the close of 1840, will be seen by the following summary of the arrivals in the country up to that time. In 1834, the four gentlemen of the Methodist mission and six other men. In 1835 there were

none. In 1836, Dr. Marcus Whitman and four other missionaries of the American Board. In 1837, sixteen additional members of the Methodist mission and three settlers. In 1838, eight persons reinforced the missions of the American Board and three white men from the Rocky mountains came into the country. This year also two Jesuit priests, F. N. Blanchet and A. Demers, arrived. In 1839, four independent Protestant missionaries and eight settlers. In 1840 a reinforcement of thirty-one adults and fifteen children came to the Methodist mission, and four independent Protestant missionaries. P. G. De Smet, Jesuit missionary, and thirteen or fourteen settlers, mostly Rocky mountain men with Indian wives, arrived,—making in all eighty-five connected with the three mission establishments, and twenty-eight settlers; a total of 113 at the opening of 1840. Besides these were a small number of the superannuated employes of the Hudson's Bay Company located at various points, and yet holding legal as well as social relation to that body. In the classification of population thus presented it will be seen that the one predominating influence in the country up to the close of 1840

was necessarily that of the Protestant missionaries. Civilly and politically there were two sentiments: one American and the other British. The Protestant missionaries uniformly represented the American sentiment in the country, and the servants of the Hudson's Bay Company and the members of the Roman Catholic missions could always be relied upon to further the cause of British possession of Oregon. So far as we have been able to trace the lines of influence and action in connection with these different missionary establishments, there was not even an individual exception to this statement. If at this time the claim of the United States to Oregon was receiving any help at all, it was by the unanimous action of the Protestant missionaries, while the just as unanimous action of the Roman Catholic missions aided and abetted the pretensions of Great Britain. By the relations of missionaries to patronizing societies, as well as the individual nativity and training of the men constituting them, this was inevitable. The Protestant missionaries were mainly from New England and New York, all Americans by birth, by education, and by civic and political affiliations. The Roman Catholic missionaries were all of foreign birth, educated and trained under governments opposed to republicanism and under an ecclesiastical system that cultured all their convictions away from it. Their social relations were with the Hudson's Bay Company, and they gave that company and its pretensions the most thorough support. Thus, at the close of 1840, it happened that the forces in array against each other for the ultimate possession of the country were, on the one side the Hudson's Bay Company and the Roman Catholic missions, on the other side the Protestant missions and the small number of Americans who had rolled down from the mountains or floated up from the sea and made Oregon at least a temporary home.

The first question that fairly and clearly drew the lines of demarkation between these forces was that of government. The British party, consisting of the Hudson's Bay people and the Catholic missionaries, naturally desired to re-

main as they were, since all pretended authority of law was that of the Dominion of Canada, which had been, in pretense at least, extended over all the country west of the Rocky mountains. Just as naturally the American party, consisting of the Protestant missionaries and American settlers, desired some forms of law according to the American idea of self-government. They had no idea of submitting themselves to the authority of the Hudson's Bay Company or the Canadian Parliament. An American always carries his "inalienable rights" with him, and on all proper, and perhaps on some improper, occasions is prepared to assert and defend them. Laws or constitutions enacted for him in a foreign parliament, or by a foreign corporation, are not sacred in his eyes, especially when it is attempted to enforce them over what he believes to be American soil. It was so here; and accordingly, in March, 1838, the first public step was taken looking toward the establishment of a Territorial government over the country claimed by the United States west of the Rocky mountains. This was in the form of a memorial to Congress signed by J. L. Whitcomb and thirty-five others, which was presented to that body by Senator Linn January 28, 1838. This memorial was read, laid on the table, and was never taken therefrom. In 1838 the subject was again brought to the attention of the Government by another petition to Congress, ably conceived and forcibly written, and signed by Rev. David Leslie, of the Methodist mission, and about seventy others. The petition set forth very clearly the condition and needs of the country as seen by those upon the ground, and is of such importance historically, and exerted so much influence upon the action of Congress, and also upon the feelings of the Hudson's Bay Company toward the American settlers, that its full text is here inserted. It is as follows:

To the Honorable, the Senate and House of Representatives of the United States of America in Congress Assembled:

Your petitioners represent unto your honorable bodies that they are residents in the Oregon Territory, and citizens of the United States, or persons desirous of becoming such.

They further represent to your honorable bodies that they have settled themselves in said Territory under the belief that it was a portion of the public domain of said States and that they might rely upon the Government thereof for the blessings of free institutions, and the protection of its arms.

But your petitioners further represent, that they are uninformed of any acts of said Government by which its institutions and protection are extended to them; in consequence whereof themselves and families are exposed to be destroyed by the savages around them, *and others that would do them harm.*

And your petitioners would further represent that they have no means of protecting their own lives and the lives of their families, other than self-constituted tribunals, originated and sustained by the power of an ill-instructed public opinion, and the resort to force and arms.

And your petitioners represent these means of safety to be an insufficient safe-guard of life and property, and that the crimes of theft, murder, infanticide, etc., are increasing among them to an alarming extent, and your petitioners declare themselves unable to arrest this progress of crime and its terrible consequences without the aid of law, and tribunals to administer it.

Your petitioners therefore pray the Congress of the United States of America to establish, as soon as may be, a Territorial government in the Oregon territory.

And if reasons other than those presented were needed to induce your honorable bodies to grant the prayer of the undersigned, your petitioners, they would be found in the value of this territory to the nation, and the alarming circumstances that portend its loss.

Your petitioners, in view of these last considerations, would represent that the English Gov-

ernment has had a surveying party on the Oregon coast for two years, employed in making accurate surveys of all its rivers, bays and harbors, and that recently the said government is said to have made a grant to the Hudson's Bay Company of all lands lying between the Columbia river and Puget sound, and that the said company is actually exercising unequivocal acts of ownership over said lands thus granted, and opening extensive farms upon the same.

And your petitioners represent that these circumstances, connected with other acts of said company to the same effect, and their declaration *that the English Government owns and will hold, as its own soil*, that portion of Oregon territory situated north of the Columbia river, together with the important fact that the said company are cutting and sawing into lumber and shipping to foreign ports vast quantities of the finest pine trees upon the navigable waters of the Columbia, have led your petitioners to apprehend that the English Government do intend, at all events, to hold that portion of this territory lying north of the Columbia river.

And your petitioners represent that the said territory north of the Columbia is an invaluable possession to the American Union, that in and about Puget Sound are the only harbors of easy access and commodious and safe upon the whole coast of the territory, and that a great part of this said northern part of the Oregon territory is rich in timber, water power and valuable minerals. For this and other reasons your petitioners pray that Congress will establish its sovereignty over said territory.

Your petitioners would further represent that the country south of the Columbia river and north of the Mexican line and extending from the Pacific ocean 120 miles into the interior is of unequalled beauty. Its mountains, covered with perpetual snow, pouring into the prairies around their bases transparent streams of purest water, the white and black oak, pine, cedar, and fir forests that divide the prairies into sections convenient for farming purposes, the rich mines of coal in its hills, and salt springs in its

valleys, its quarries of limestone, sandstone, chalk and marble, the salmon of its rivers, and the various blessings of the delightful and healthy climate, are known to us and impress your petitioners with the belief that this is one of the most favored portions of the globe.

Indeed the deserts of the interior have their wealth of pasturage, and their lakes, evaporating in summer, leave in their basins hundreds of bushels of the purest soda. Many other circumstances could be named showing the importance of this territory in a national, commercial and agricultural point of view. And although your petitioners would not undervalue considerations of this kind, yet they beg leave especially to call the attention of Congress to their own conditions as an infant colony without military force or civil institutions to protect their lives and property and children, sanctuaries and tombs from the hands of uncivilized and merciless savages around them. We respectfully ask for the civil institutions of the American republic. We pray for the high privilege of American citizenship, the peaceful enjoyment of life, the right of acquiring, possessing and using property, and the unrestrained pursuit of rational happiness. And this your petitioners will ever pray.

DAVID LESLIE,
and about seventy others.

It is difficult to fix the exact personal authorship of this remarkable document. Its honor appears to be somewhat divided between David Leslie, at that time *pro tem* superintendent of the Methodist mission in the absence of Jason Lee, then on his return from the States by sea to Oregon at the head of what is known in the history of the mission as the "great re-enforcements," and Mr. Robert Shortess, an immigrant of the same year in which the petition was written. It is probable that both had to do with its preparation. At all events it reflects honor upon the small American colony, not then reaching 100 persons in all, and shows how clearly and fully from the beginning our

people comprehended the issues pending between their own country and Great Britain, and how thoroughly American were their sympathies and purposes.

There is one phrase in the petition, given in *italics*, which was understood by all to refer to the Hudson's Bay Company, and shows with what jealousy that company was watched by the American. Doubtless the phrase had its justification, and was not intended to convey the sense of extreme enmity by that company against the Americans that some writers have supposed. At all events, while the company was faithful to itself, there is no evidence that it did intentionally incite its own people, or the Indian tribes, who were thoroughly under its control, to acts of violence against the Americans. And besides the humane Dr. McLoughlin was then at the head of the company, and no unprejudiced man who ever knew him could believe him capable of any such sinister action.

The above quoted petition had gone on to Congress. A year or two must certainly pass before any relief could come from it, even if any ever came. Meantime the necessities of the people in Oregon, or, more accurately, in the Willamette valley, where all the American settlers and most of the Protestant missionaries resided, were growing more and more urgent. To meet them a meeting of some of the inhabitants was held at Champoege, not far from the Methodist mission, on the 7th of February, 1841, for consultation on the steps necessary to be taken for the formation of laws and the election of officers to execute them. Rev. Jason Lee was called to the chair and asked to express his opinion of the step required. He advised the appointment of a committee to draft a constitution and by-laws for the government of that portion of the country south of the Columbia river. Nothing of moment was done further at this meeting.

A few days later an event occurred which served to revive the matter in a new and more imperative form. Mr. Ewing Young, a gentleman of prominence in the country and possess-

ing a considerable estate, suddenly died. He left no heirs in the country, and no one had any authority to care for or administer upon his estate. His funeral was held on the 17th of February, at which most of the people of the valley were present. At the close of the funeral services a meeting was held, over which Rev. Jason Lee presided, when it was resolved to hold another the next day at the Methodist mission. Nearly all the people of the settlement were present. Rev. David Leslie was chosen to preside, and Rev. Gustavus Hines and Mr. Sidney Smith were secretaries. A committee was chosen to draft a constitution and code of laws, of which F. F. Blanchet, afterward Roman Catholic archbishop, was chairman. After much discussion it was finally decided to elect a person to serve as judge with probate powers, and Dr. Ira L. Babcock was chosen. The meeting adjourned to meet again on Thursday, June 11, at the Catholic mission. At that meeting it was found that the chairman of the committee appointed at the previous meeting to draft a constitution and laws had not called the committee together, and so this meeting adjourned to meet on the first Thursday in October. Before that time arrived the feeling had become somewhat prevalent among the people that it would be unwise to establish any permanent form of government so long as the peace of the community could be preserved without it, and consequently the meeting was never held. Thus ended the first attempt to establish a government west of the Rocky mountains.

Incidental to, and having no little influence upon, the final action of the people in the establishment of the provisional government, it must be mentioned that in 1842 Dr. Elijah White, who had formerly held the position of physician to the Methodist mission, and who had returned to the States after some disagreement with its superintendent, Rev. Jason Lee, appeared suddenly in the country holding a government commission as sub-agent for the Indians in the region west of the Rocky mountains. He

claimed plenary power over all questions between the settlers and the Indians, as well as all civil and criminal cases that might arise in the country. He appointed temporary magistrates to try cases that might occur in his absence. The people received him joyfully, their thankfulness at any proof that the Government had not entirely forgotten their necessities probably disposing them to a too generous credence of his pretensions. At a meeting called to receive him a series of highly complimentary resolutions were passed, and ordered transmitted to the Government of the United States, in order that the views and wishes of the people in relation to this country might be made known.

The course of Dr. White in the relation which he claimed as *de facto* governor of the colony, provoked violent criticism, as well as received emphatic defense. While it would answer no valuable purpose to trace the one or the other, it seems needful to say that Dr. White doubtless claimed much more authority than the Government ever designed he should exercise. At the same time he was zealous and active in the discharge of his duties, visiting every part of the country wherever his presence seemed to be required, and contributed in many ways to the quiet of the Indian tribes. Still the infirmities of his disposition and temper were such that he could not retain the confidence of masses of the people however desirous he might be of doing so. His letters to the Government earnestly urged that the country might be taken possession of by the United States, and the laws extended over it. A far more fortunate selection for Indian agent in Oregon might have been made: at the same time impartial history must record that the presence of Dr. White as such, albeit neither the man nor his work was ideal, did something to prepare the country for the rule of law which was now soon to be instated.

The arrival of the immigration of 1842, bringing as it did a great increase of American settlers, decidedly influenced the sentiment of the country in favor of the immediate organiza-

tion of a government. What form it should take, whether it should be entirely independent of both nations claiming jurisdiction over the country, or provisional, looking to an ultimate supersession by the extension of the laws of the United States or Great Britain over Oregon, became subjects of warm and often acrimonious debates. That this should be so was but natural, as it was not easy to harmonize the sentiments of those who yet expected the supremacy of England on the Pacific coast with those who confidently believed that the United States rightfully owned the country. And besides there were those who fostered an artificial antagonism between the Protestant missionary settlements and the distinctively American population. We have called this antagonism "artificial" because there was no ground for it in reality, since all these missionary establishments were intensely American, and their real views could not but be in harmony with the interests of Oregon's Americanization. Probably a careful analysis of the causes lying back of this particular phase of the questions at issue would discover that they were largely of a social nature, and came out of the fact that a great preponderance of the capacity and training for public affairs then in the colony was found among the gentlemen connected with these missions, and it was but natural that, in emergencies like the present, they should appear more conspicuously than others. Of course, in addition to these divisions of sentiment, there was the Roman Catholic element, always most anxious for that which would most subserve the plans and purposes of the hierarchy of Rome. It were no small feat to so far harmonize these variant elements as to secure an organization at all; for there would needs be plots and counterplots, and no one knew where the majority would stand when the final count should come.

Dr. John McLoughlin gave the great weight of his name to the plan of an independent government; one entirely separated from either the United States or Great Britain. With him, as a matter of course, went the men of the Hud-

son's Bay Company, now settlers south of the Columbia, and almost as much a matter of course the Roman Catholics. This presented a formidable combination, one that it proved not easy to overcome.

The first public indication of the result occurred at Willamette Falls (now Oregon City), then the chief town of the colony, in the discussion, in a public lyceum, of a resolution introduced by L. W. Hastings, as attorney for Dr. McLoughlin, in the following words:

"*Resolved*, That it is expedient for the settlers of the coast to organize an independent government."

At the close of the discussion the vote was taken, and the resolution was adopted. At this point Mr. George Abernethy, afterward governor under the provisional government, introduced another resolution for discussion the following week, in the following words:

"*Resolved*, That if the United States extends its jurisdiction over this country during the next four years, it will not be expedient to form an independent government."

This resolution was very skillfully drawn. Its passage would do two things: First, tentatively pledge the people against an "independent" government; and, second, clearly express their faith in the ultimate extension of the laws of the American Union over the Pacific coast. It was not against any government at the present time, but against what was then understood as the scheme of an "independent government;" that is, one looking to its own perpetuation as an independent power among the governments of the world.

At the close of an earnest debate the resolution of Mr. Abernethy was adopted. This set at rest the scheme of an "independent government," but it left the question of the formation of a provisional government, looking to its own supersession by the authority of the United States at some future date still an open one. In regard to this the discussion went on with undiminished interest.

Meanwhile some of the leading men of the

settlement had called a public meeting to be held at the house of Joseph Gervais, where the town of Gervais now is, on the first Monday in March, to consider measures for the protection of the herds of the settlers from the depredations of wild beasts. This was a subject that appealed to all strongly, for savage beasts were numerous and destructive. The attendance was large, for it had become bruited about that some other matter of importance would be brought forward at the meeting. This gathering was known among the settlers as the "wolf meeting."

The result of this gathering, over which James O'Neil presided, was the adoption of a series of resolutions providing for the payment of bounties for the destruction of predatory animals. After this was done, a motion was made by W. H. Gray that a committee of twelve persons be appointed to take into consideration the propriety of taking measures for the civil and military protection of the colony. This was unanimously adopted, the committee was elected and the "wolf meeting" had gone into history.

Between the time of the adjournment of this meeting and the assembling of another at Champoeg on the 2d day of May, 1843, those opposed to the organization of any form of government were not idle. These were notably the people of the Hudson's Bay Company and those who called themselves "the Canadian citizens of Oregon." They held public meetings at Vancouver, at Willamette Falls, and at the Catholic Church on the French Prairie. An "Address of the Canadian citizens of Oregon to the meeting at Champoeg," prepared by the Romish priest, F. N. Blanchet, was circulated, and every influence possible from these quarters were exerted to prevent affirmative action at the meeting of May 2.

The address of the Canadian citizens of Oregon, written as it was by a man who, though a master of dialectics in one tongue, the French, was unable to intelligently Anglicize his speech, is a unique specimen of literary work. Still it discovers the entire un-American sentiments

of those for whom it was penned at that time, and their great wish to hold the country uncommitted on all questions that might have an influence in finally settling the dispute for possession of Oregon between England and the United States in favor of the United States. A quotation of paragraphs 11 and 12 of the "Address" will disclose these facts. They are as follows:

"11. That we consider the country free at present, to all nations, till government shall have decided; open to every individual wishing to settle, without any distinction of origin, and without asking him anything, either to become an English, Spanish or American citizen.

"12. So we, English subjects, proclaim to be free, as well as those who came from France, California, United States, or even natives of this country; and we desire unison with all the respectable citizens who wish to settle in this country; or we ask to be recognized as free among ourselves to make such regulations as appear suitable to our wants, save the general interest of having justice from all strangers who might injure us, and that our reasonable customs and pretensions be respected."

This shows, as well as such phrases can show, that the real conflict was the old one of rival claims to Oregon, now assuming, so far as the people of Oregon themselves were concerned, only another form of expression.

According to call the settlers gathered at Champoeg on the 2d of May. Dr. I. L. Babcock was chairman, and G. W. Le Breton was secretary. The committee of twelve appointed at the previous meeting made its report. A motion to accept it was lost; the Hudson's Bay men and the Catholics, under the lead of Rev. F. N. Blanchet, voting "No" on the motion to accept. There was much confusion, if not some consternation, at this result, for it seemed that all the hopes of those who desired the establishment of some order of government were to be blasted. A motion made by Mr. Le Breton, however, rescued the meeting from its unhappy dilemma. It was that the meeting divide; those

in favor of an organization taking the right, and those opposed to it taking the left. This motion prevailed without opposition. "Joe Meek," an old Rocky mountain man, of tall, erect and commanding form, fine visage, with a coal-black eye, and the voice of Stentor, a thorough American, stepped out and shouted, "All in favor of the report of the committee and an organization, follow me." The Americans were immediately in line by his side. More slowly the opposition with Blanchet went "to the left." The lines were carefully counted. Fifty-two stood with Meek; fifty with Blanchet,—so narrow was the margin of sentiment in favor of the organization of any form of government. Promptly the chairman called the meeting to order again; but the defeated party withdrew, leaving only those who voted in the affirmative to conclude the proceedings of the day.

This was easily done, for now the cause was in the hands of its friends. The report of the committee of twelve was taken up, discussed, amended and adopted. It provided for the election of a supreme judge, with probate power, a clerk of the court, a sheriff, three magistrates, three constables, a treasurer, a major and three captains. A. E. Wilson was chosen to act as supreme judge, G. W. Le Breton as clerk of the court, J. L. Meek as sheriff and W. H. Wilson as treasurer. The other offices were filled and a "Legislative Committee" of nine was appointed, consisting of Messrs. Hill, Robert Shortess, Robert Newell, A. Beers, Hubbard, W. H. Gray, J. O'Neil, R. Moore and Dougherty. The session of the "Legislative Committee" was limited to six days and their per diem fixed at \$1.25, which they immediately contributed themselves. This committee assembled at the Falls on the 10th of May and was furnished a room gratuitously by the Methodist mission at that place, which, though the best that could be had, was certainly humble enough to suit even frontier views of economy in the work of State building. It was a building 16 x 30 and divided into two rooms, one of

which accommodated the first legislature of Oregon. As the discussions of this legislature were tentative, and to be reported to a meeting of the citizens to be held at Champoege on the 5th of July, it is not necessary to record them in extenso here. The session continued but three days.

The meeting to consider the report of the legislative committee was to be on the 5th day of July. Showing the thorough American sentiment that prevailed the entire movement a celebration of "Independence Day" had been arranged for at the same place on the 4th, and an oration in honor of that day so dear to every true American was delivered by Rev. Gustavus Hines. On the 5th the meeting of the citizens was held and the orator of the previous day was chosen to preside over it. Quite a number of those who had opposed organization at the previous meeting were present at this and announced themselves as favorable to the objects sought to be attained by the Americans. Others, however, including the Catholic missionaries and the Hudson's Bay Company, not only did not attend, but publicly asserted that they would not submit to the authority of any government that might be organized. The representatives of the Hudson's Bay Company addressed a communication to the leaders of the movement, stating that they felt abundantly able to defend both themselves and their political rights. With affairs in this attitude Mr. Hines announced that the report of the legislative committee was in order. The report was accordingly read by Mr. Le Breton. It consisted of a body of what was styled by the committee "organic laws," prefaced by the following preamble:

"We, the people of Oregon Territory, for the purpose of mutual protection, and to secure peace and prosperity among ourselves, agree to adopt the following laws and regulations until such time as the United States of America extend their jurisdiction over us." Then follows the usual form of a constitution, with the usual definitions and restrictions of the powers of

the government. It provided for an Executive Committee of three instead of a governor, and a Legislative Committee of nine, and in the main followed the order adopted by the preliminary meeting in March. It provided that the laws of Iowa should be the laws of Oregon Territory in cases not otherwise provided for, and made definite provision on the subject of land claims. The portion of the report that elicited the most controversy was that constituting an executive committee of three, some desiring a single executive and some wishing to leave the government—if government it could then have been called—without an executive head. On the vote being taken the body of "organic laws" reported by the committee was adopted, with only slight amendments by the meeting. It was resolved that the persons chosen to officiate in the several offices at the meeting held in May should continue in office until the following May. This left only the Executive Committee to be elected, and on a ballot being taken Alanson Beers, David Hill and Joseph Gale were chosen, and these three constituted the first executive of the Territory of Oregon. In this manner Oregon passed from a condition where every man was a law unto himself into the condition of an organized political commonwealth, and a new era had dawned upon her.

The first election under the provision of the organic law adopted by the people at Champoege, July 5, 1843, was held on the 14th of May, 1844. At this election P. G. Stewart, Osborn Russell and W. J. Bailey were elected members of the Executive Committee: Ira L. Babcock, supreme judge, John E. Long, clerk and recorder, Philip Foster, treasurer, and Joseph L. Meek, sheriff. The legislative districts had been organized, covering all of what now constitutes the States of Oregon, Washington and Idaho, and a part of the State of Montana. That was the Oregon Territory of the days of the provisional government and up to 1853, when Washington Territory was organized by act of Congress.

The plan of government proved so defective that at their meeting at Oregon City in December, 1844, the legislative committee passed several acts amendatory of it providing for their submission to the people, among which was a change from an executive committee of three to a governor, and from a legislative committee elected by the people *en masse* to a legislature representing legislative districts. These amendments were adopted by the people, and at the first annual election held under the amended organic law on the 3d of June, 1845, George Abernethy was elected the first governor of Oregon; John E. Long was elected secretary; Francis Ermatinger, treasurer; J. W. Nesmith, district attorney; S. W. Moss, assessor; and Joseph L. Meek was continued as sheriff. The total vote cast for governor was 504. The question of holding a convention to frame a constitution had also been submitted to the people, but the plan was defeated by a vote of 283 against to 190 in favor of it.

At the time of his election as governor, Mr. Abernethy was absent from the country on a visit to the Sandwich islands, and until his return the old executive committee officiated as the executive of the Territory.

When the Legislature met at Oregon City on the 24th of June, Mr. Jesse Applegate prepared a form of oath to be administered to the members elect, the terms of which indicate the peculiar condition of society existing in the country at that time. The oath was as follows:

OATH OF OFFICE.—I do solemnly swear that I will support the organic laws of the provisional government of Oregon, so far as the said organic laws are consistent with my duties as a citizen of the United States, or a subject of Great Britain, and faithfully demean myself in office. So help me God.

This form of oath, it will be seen, left much to the judgment of the individual legislator as to what was or was not "consistent" with his duties "as a citizen of the United States, or a subject of Great Britain." Still it is worthy

of remark that, so far we have been able to ascertain, there was no case of even alleged conflict between such duties and obedience to the organic law of the Territory. Indeed there was no danger of this so far as those who were citizens of the United States were concerned, as the organic law was entirely the product of the spirit of American citizenship, and was the act of American citizens. This form of oath was doubtless designed to disarm, as far as possible, opposition to provisional government on the part of those who, from their relations to the British government and the Hudson's Bay Company, yet persisted in opposing it. Practically so far as the members of the Legislature were concerned, it had no application, as they were all citizens of the United States, and hearty supporters of the organic law.

As this was the first legislature elected in the usual manner by the ballots of the electors of Oregon, it seems proper that their names be given here. They were:

Clackamas District: H. A. J. Lee, Hiram Straight, W. H. Gray.

Tualatin District: M. M. McCarver, D. Hill, J. W. Smith.

Champoeg District: J. M. Garrison, M. G. Foisy, Barton Lee, Robert Newell.

Clatsop District: John McClure.

Yam Hill District: Jesse Applegate, A. Hendricks.

To those acquainted with the geography of the country it is hardly necessary to say that they were all residents south of the Columbia river, for, though there had been a section called Vancouver district designated the year before, including the country north of the Columbia, it had elected no representative, and really there was hardly any settlement in it except by the Hudson's Bay people, and these could hardly be called settlements in the understanding of that term by an American.

The new legislature met at Oregon City on the 24th of June, and elected M. M. McCarver speaker. The first and most important business of the session was the passing of a memorial to

Congress, asking for a Territorial government according to the usual forms of Congressional action. On the 28th of June this memorial was signed by the acting executive, in the absence of Governor-elect Abernethy, namely, Messrs. Russell and Stewart of the old executive committee, Supreme Judge Nesmith and the members of the legislature; and Dr. Elijah White was delegated to convey it to Washington. This being done the legislature took a recess until August 5, awaiting the vote of the people on the adoption of a revised and amended organic law which had been duly submitted to them. The vote being strongly in favor of the new law, the legislature began its action under it at the appointed time. After some disagreeable wrangling the action of the body at its first session electing M. M. McCarver speaker, was reconsidered, and Robert Newell was elected in his place. A spirit of personal partisanship is disclosed by the records of the session, perhaps not greatly to be wondered at, and still not commending the body to any special eulogy. The previous appointment of Dr. White as messenger to convey the memorial asking the organization of a Territorial government for Oregon to Congress, became a great cause of contention. The methods and spirit of Dr. White, as we have previously stated, were such that he did not command general public confidence, though he did not fail to secure a warm personal and partisan support. Whether the action of the legislature in first appointing him its messenger and placing its memorial in his hands, and afterward, by a unanimous vote, committing to him also a copy of the amended organic law to be conveyed with the memorial to Congress, and then, in a few days, demanding their return, was taken with becoming dignity and intelligence, is a question we will not discuss. Certain it is, however, that at this point in the legislative history of Oregon there was an amount of personal politics intermingled with all public politics not conservable of the best interests of the new commonwealth. Further than this we need not here draw aside the veil.

The ostensible reason for the action of the legislature demanding of Dr. White the return of the documents entrusted to him, was that they had not been "attested and dispatched according to the directions of this house;" or, in other words, that Mr. McCarver had signed the memorial as speaker of the house, which, it seems, was not what that body desired. If one at this day can truly read between the lines of the recorded action of the legislature concerning these matters, a belief that the prominence that body had given Dr. White as bearer of these documents to Washington, and its consequent *quasi* indorsement of him after his service as sub-agent of Indian affairs in Oregon, would give him a strong moral claim for any office of honor or profit he might desire in the hoped-for Territorial organization, was the real reason for that action. The members believed, too, that he would use his position for that end, which is not only likely, but what, probably, most of them would have done under the same circumstances.

Dr. White, in a singularly characteristic note, refused to comply with the demand of the legislature to return the documents, and proceeded on his way to Washington. Not to be foiled in its purpose, the legislature caused to be forwarded to Congress, through the American Consul at the Sandwich Islands, a copy of the organic law of the provisional government signed by the governor and attested by the secretary, and also of all resolutions adopted by that body relating to the sending of the same to Congress by the hand of Dr. White, and also a copy of the letter of Dr. White declining to return the same to it. On the arrival of the documents thus forwarded in Washington, Dr. White, who had reached that city before them, was confronted by them, and they effectually destroyed all his chances for political preferment in Oregon.

The result of these memorials and petitions to Congress, in the then attitude of the international dispute regarding the ownership of Oregon, could only be to keep the question con-

stantly and influentially before the Government of the United States, and impress it with the vast importance of the great country in dispute. This they effectually did. But of course no Territorial government could be erected over it until all the antecedent questions of sovereignty were settled. For this the people of Oregon waited impatiently. The Government seemed much too tardy and indifferent in pressing these questions to a settlement, and the people of Oregon were long left in suspense as to whether they were really regarded as American citizens or not. Meanwhile the affairs of the *sui generis* commonwealth were managed by the provisional government as best they could be in the condition of the country, and the historian, after making due allowances for the inexperience of those to whom was intrusted this semblance of authority, must say they were well managed.

It was fortunate that at this critical juncture in the affairs of Oregon a man of calm, self-poised, conservative mold was its chief executive officer. The only authority of the government was a moral one. Its only power to enforce its decrees was in the will of the people to obey them. To the immortal honor of the pioneers it may be written that no country ever had a larger proportion of people who governed themselves by the general rule of right-doing than had Oregon. To that class of people Governor Abernethy's quiet, undemonstrative, conscientious course as an officer and a man commended itself, and in commending itself also commended the government of which he was the executive head. Oregon had many abler, more brilliant, more aggressive men, and many of these undervalued him, and depreciated his conservatism, but it was best for Oregon. A Hotspur in the executive chair at that time would almost certainly have so embroiled the American and British elements then in the country by the equal rights of treaty stipulations as greatly to endanger our national peace, if not, indeed, to make probable a conclusion of our international controversy less favorable to the United States. He was strong enough to wait,

wise enough to be prudent. This is said for Mr. Abernethy without any depreciation of the character or work of other men, coadjutors with him in the thrillingly important events of their era, but in just appreciation of the influence and work of this man in molding and conserving the early character of Oregon history, and in bringing Oregon through the really most dangerous period of its civil and political construction. No American at that time in Oregon, who ought to have been thought of in connection with the office of governor, had more of the respect and confidence of those who were not Americans than he, and it was greatly this respect and confidence in him that prevented a more open and violent opposition to the provisional government on the part of these people. This, by some writers, has been set down as a discount on his qualifications for the office which he held, but to us it seems one of the prime factors in the real influence of the government he directed.

While many very important events in the general history of Oregon occurred during the existence of the provisional government, they will be found recorded elsewhere in this book, under the special departments of history to which they belong; what relates particularly to the history of that government itself can soon be told. Though in 1846 the "Oregon question" between Great Britain and the United States was settled, confirming to the United States all the country west of the Rocky mountains up to the 49° of latitude, yet no decisive movement was made by Congress toward the organization of a Territorial government over it. Therefore on the 3d of June, 1847, another election for governor and other officers, and

members of the provisional legislature, was held. The number of votes polled for governor was 1,074, George Abernethy receiving a plurality of the votes and being elected. The Legislature had then increased to twenty-two members, five coming from the region north of Columbia river, and the names of several who had been, in some relation, connected with the interests of the Hudson's Bay Company, appearing for the first time upon the list of members. This indicated a gradual melting down of the old barriers of caste and nationality, and gave some pledge of a future harmoniousness of feeling and action on the part of all the people of the country. The question of title to the country having been settled, the old causes of disagreement had passed away, except the lingering remnants of personal enmities begotten of adverse national predilections and interest. Many of these disappeared only in the graves of those who were prejudiced or fanatical enough to entertain them.

The bill for the organization of a Territorial government for Oregon was placed on its final passage in Congress on the 12th of August, 1848. The incidents leading up to and attending this event will be found elsewhere and need not be referred to here. When the "ayes" and "nays" were called a majority voted in the affirmative. President Polk affixed his signature to it a few hours afterward, and at once appointed General Joseph Lane, of Indiana, governor of the Territory of Oregon. On his arrival at Oregon City, on the 2d of March, 1849, he issued his proclamation, and assumed the duties of his office, and the provisional government of Oregon had ceased to exist.



CHAPTER XIV.

TERRITORIAL ERA.

ORGANIZATION DELAYED—BENTON'S LETTER—MR. THORNTON'S MISSION TO WASHINGTON—J. L. MEEK SENT TO WASHINGTON—PRESIDENT POLK APPOINTS TERRITORIAL OFFICERS—CENSUS TAKEN—GOLD DISCOVERED IN CALIFORNIA—ELECTION OF DELEGATES TO CONGRESS—FIRST TERRITORIAL LEGISLATURE—GOV. LANE—GOV. GAINES—REGIMENT OF MOUNTED RIFLEMEN—CHANGE OF OFFICERS—FIRST NEWSPAPER—STEAMER BUILT—DEATH OF MR. THURSTON.

ALTHOUGH the "Oregon question," as an international one, was concluded in the summer of 1846, the country itself was left practically to its own resources for two years longer. It was confidently expected by the people of Oregon, and of the Eastern States as well, that the organization of a Territorial government would soon follow the settlement of the boundary controversy. Under this expectation a large emigration from the older States crossed the plains in 1847. But Congress delayed. Reasons of politics were more potent in the councils of the nation than reasons of statesmanship. The Mexican war was in progress. The administration had all and more than it could do to maintain itself before the people. Its abdication of the politics of the convention and the stump on the Oregon question for those of statesmanship and reason had angered a large element of its former supporters, and the progress of the war, while lifting generals into high reputation, were adding nothing to the honor of those politicians who anticipated preferment as the result of the war. So Oregon must wait. And another question was in the slumbering Oregon question. That was the slavery question! and all knew that when the matter of the organization of the Territorial government for Oregon came before Congress this "Satan" of our politics for so many years would "come also." And for this reason, too, the question must wait.

The disappointment in Oregon over this delay was intense. To allay it as far as possible Mr. Buchanan, Secretary of State under President Polk, and Thomas H. Benton, wrote letters to the people of Oregon, giving the strongest assurances that they would be cared for, and

the interests of the rising commonwealth on the Pacific protected. Mr. Buchanan expressed the deep regret of President Polk that Congress had neglected Oregon, and promising the presence of a regiment of dragoons, and the occasional visits of vessels of war to protect the people. That of Senator Benton gave so clear a view of the political situation in which appears so much that is vital to the brave frontiersmen of Oregon, that our readers will be glad to see some extracts from it. He says:

"WASHINGTON, March, 1848.

"*My Friends* (for such I may call many of you from personal acquaintance, and all of you from my thirty years of devotion to the interests of your country): I think it right to make this communication to you at the present moment when the adjournment of Congress, without passing the bill for your government and protection, seems to have left you in a state of abandonment by your mother country. You are not abandoned. Nor will you be denied protection unless you agree to admit slavery. I, a man of the South and a slaveholder, tell you this. The House of Representatives, as early as the middle of January, had passed the bill to give you a Territorial government, and in that bill had sanctioned and legalized your provisional organic act, one of the clauses of which forever prohibited the existence of slavery in Oregon.

"An amendment from the Senate's committee, to which this bill was referred, proposed to abrogate that prohibition, and in the delays and vexations to which that amendment gave rise, the whole bill was laid upon the table and lost for the session. This will be a great disappointment to you and a real calamity, already five

years without law or legal institutions for the protection of life, liberty and property, and now doomed to wait a year longer. This is a strange and anomalous condition, almost incredible to contemplate and critical to endure! A colony of free men, almost four thousand miles from the metropolitan government to preserve them! But do not be alarmed or desperate. You will not be outlawed for not admitting slavery.

"Your fundamental act against that institution, copied from the ordinance of 1787 (the work of the great men of the South in the great days of the South, prohibiting slavery in a territory far less northern than yours), will not be abrogated. Nor is that the intention of the prime mover of the amendment. Upon the record the judiciary committee of the Senate is the author of that amendment, but not so the fact. It is only the midwife of it. Its author is the same mind that generated the 'Fire-Brand Resolutions,' of which I send you a copy, and of which the amendment is the legitimate derivation. Oregon is not the object. The most rabid propagandist of slavery cannot expect to plant it on the shores of the Pacific in the latitude of Wisconsin and of the Lake of the Woods. A home agitation for election and disunion purposes is all that is intended by thrusting this fire-brand question into your bill as it ought not to be. I promise you this in the name of the South, as well as of the North, and the event will not deceive me. In the meantime the president will give you all the protection which existing laws will enable him to extend to you, and until Congress has time to act your friends must rely upon you to continue to govern yourselves as you have heretofore done under the provisions of your own voluntary compact, and with the justice, harmony and moderation which is due to your own character and to the honor of the American name. * * * *

"In conclusion, I have to assure you that the same spirit which has made me the friend of Oregon for thirty years, which led me to de-

nounce the joint-occupation treaty the day it was made, and to oppose its renewal in 1828, and to labor for its abrogation until it was terminated; the same spirit which led me to reveal the grand destiny of Oregon in articles written in 1818, and to support every measure for her benefit since,—the same spirit still animates me and will continue to do so while I live,—which I hope will be long enough to see an emporium of Asiatic commerce at the mouth of your river, and a stream of Asiatic trade pouring into the valley of the Mississippi through the channel of Oregon."

These letters fully explained to the people of Oregon the political condition of the questions relating to their interests, as well as communicated to them the courage of assured expectation. Their provisional government was meeting, in a reasonable way, the necessities of internal order, and, except for a feeling of national orphanage that must have oppressed the ten or twelve thousand Americans in the country, there was not much real detriment to the country in the delay. That feeling, however, made the disappointment bitter indeed.

To stimulate, as far as possible, the action of Congress, Governor Abernethy, and many of the leading gentlemen of the Territory, requested Hon. J. Quinn Thornton, supreme judge under the provisional government, to proceed to Washington and labor with Congress in behalf of Oregon. Acceding to their request Mr. Thornton left Oregon the latter part of October and arrived in Washington about the middle of May, 1848. He was received in a very cordial manner by the friends of Oregon in Congress, and by the president, and, acting under their advice, prepared a memorial setting forth the needs and conditions of the people of Oregon, and it was presented to both Houses of Congress.

In addition to the memorial, Mr. Thornton drafted a bill for the organization of a Territorial government, which was introduced and placed upon its passage. Containing a clause prohibiting slavery, this bill was as objectionable to the pro-slavery force in Congress as was

that which had been defeated two years before. Led by Jefferson Davis and John C. Calhoun, the party resisted, with a desperate determination, every step of the progress of the bill. By all the tactics known to legislative bodies it was opposed and resisted. It was approaching the time fixed upon for the final adjournment of Congress, August 14, and every effort was made to prevent the vote being taken. But the friends of the bill had made their arguments, and resolved to remain in session until its enemies yielded to a vote. A violent altercation, which came near resulting in a duel, occurred between Senators Benton of Missouri and Butler of South Carolina, but after every expedient of filibuster and delay had been resorted to by the enemies of the bill, the vote was taken on the bill at about 8 o'clock on the morning of August 13, 1848, the Senate having been in session all night, and the bill was passed. Within a few hours after its passage President Polk affixed his signature to it, and the "Territory of Oregon" became a legal fact.

Connected with the influences that hastened the result, and contributing no little to it, were the occurrence of the "Whitman massacre," which is elsewhere in this book separately treated of, and the sending of Joseph L. Meek as a special messenger overland to Washington, to convey the intelligence of the terrible affair, and contribute what he could to the purpose for which Mr. Thornton had already gone. The massacre occurred on the 29th day of November, 1847, about six weeks after Mr. Thornton's departure. The country was plunged into a state of grief and alarm. How far the murderous purposes and combinations of the Indians extended no one could tell. The Provisional Legislature was then in session at Oregon City. That body, on the 10th of December, on motion of J. W. Nesmith, resolved to dispatch a special messenger to Washington at once "for the purpose of securing the immediate influence and protection of the United States Government in our internal affairs." On the 16th of December, Joseph L. Meek was

chosen as such messenger, and \$1,000 appropriated for his expenses. Mr. Meek was a member of the Legislative Assembly, but immediately resigned his seat for the purpose of complying with the desires of that body, as, indeed, of all the people of Oregon.

The selection of Mr. Meek as messenger to carry dispatches to Washington was, in most respects, a very suitable one. The mission was one of great peril and hardship. It was winter, and the route lay over nearly 2,000 miles of entirely unsettled deserts and mountains, on which the winter storms and snows held a terrible tyranny. A journey over them by summer was difficult and dangerous enough, and one by winter had seldom been attempted, and more seldom accomplished.

Mr. Meek was a "mountain man." He had spent many years as a hunter and trapper, ranging the valleys of the upper Missouri, Columbia and Snake rivers, Colorado and Salt Lake, and all the mountain regions from Missouri to California and Oregon. His familiarity with the region to be traversed, his unusual courage, quick wit, and great powers of physical endurance pre-eminently qualified him to undertake the hazardous mission. His credentials from the Legislature and governor, and a memorial and other documents to be presented to the Government at Washington, were prepared and furnished him, and on the 4th of January he set out on his mission, no less perilous than important.

The incidents of this winter journey of Mr. Meek belong to the romance of an era long since departed, the chronicle of which lives only in the memories of the few remaining gray-haired men whose early manhood belonged to it. Our space permits only the most general reference to them.

On reaching The Dalles of the Columbia, such was the excited condition of the Indians between the Cascade and Blue mountains, that the messenger and his small party, consisting of John Owen and George Ebberts, were compelled to remain at that place several weeks, as it would

then have been impossible to have made their way through the hostile tribe.

When the troops of the provisional government arrived on their way to the scene of the Whitman massacre, Mr. Meek accompanied them as far as Waiilatpu, the scene of that direful tragedy. One of Mr. Meek's own children, who was in the care of Dr. Whitman and his wife, had been a victim of Cayuse treachery at that time. The place and scene of the murder was most full of sad and impressive recollections and impressions, as the troops and the party of Meek committed the remains of the victims of that terrible day to the earth, before he continued on his journey. This done, a company of the troops escorted his small party, now consisting of seven men, as far as the base of the Blue mountains, where the lone travelers were cast loose on the vast wintry world that lay cold and white for more than a thousand miles before them.

Their route lay over the Blue mountains into Grande Ronde valley, thence to Powder river, and down Burnt river to Snake, then up the great valley of that stream to the Rocky mountains, and thence down the eastern slope of the continent to St. Joseph, on the Missouri river, which they reached in a little over two months from the Willamette valley. It is hardly probable that there was another man in Oregon who could have accomplished this journey with the celerity with which it was accomplished by J. L. Meek. What remained to be done was for him more difficult. If we give a page to the consideration of the unique place, Mr. Meek, and others like him, held in early Oregon history, this will be better appreciated, and one chapter of our story will be more clearly read. To do this we take him as the most prominent, if not the best type of that element in the social and civil life of early pioneer times in Oregon.

Joseph L. Meek was a Virginian by birth. In his early youth he found his way to St. Louis, where, in 1828, he engaged himself to Mr. William Sublette, then and for years thereafter one of the ablest leaders of the fur trade of the Rocky

mountains, and with his company went into the work of hunting and trapping in the great mountain regions of the interior of the continent. In various relations connected with such men as Sublette, Bridger, Fontenelle, Smith, Bonneville and others, he spent his life until 1840, when, the fur trade having almost entirely failed in the mountains, he resolved to seek a home in the Willamette valley. Taking his wife, an Indian woman, and family of half-breed children, he abandoned the mountains and took up his residence on a beautiful land claim about twenty miles west of where the city of Portland now stands, on what was then known as "Tualatin plains," when he thus and there entered upon a life associated with the purposes and work of civilization. He was just in the maturity of his physical powers, and a man of a fine and engaging presence. Tall, lithe, well-rounded, erect, with black hair and sparkling black eyes, a face radiant with self-satisfied good humor, and having a smooth and easy utterance, he could always secure the attention of men.

Technically he was uneducated. Really he was educated though unlettered. His education was that of experience and adventure and danger,—an education that goes further in the making of a man than mere letters. It gave to him an induration of physical force that was admirable. It did not elevate his moral nature commensurately. It imparted a keenness of perception to his intellectual faculties, while it did not broaden and elevate his reason. It quickened his instinctive sagacity into adroitness, while it did not furnish it a strong basis of conscientiousness. Conscious physical power and a long period of wild and varried adventure gave to his naturally independent nature an abandon that verged on recklessness. The wild stories of the camps in which he spent his youth and early manhood, with their frequent excesses and carousals, colored his forms of thought and speech with a spirit of exaggeration which often went beyond the limits of fact or truth. Thus his education,—the education of the camp and

the trail and the wigwam, crystallized him into that unique personality that is known in early Oregon history as "Jo Meek",—a personality that was not without its importance in place and power in the early pioneer days in which these later days of a more specious civilized pretense were conceived and born, and that helped in no inconsiderable degree to make these later and better days a possibility and a fact. Without him and such as he then was, these could not have been now. So we honor these men of the olden times.

It is scarcely possible for a man of to-day, as he steps out of a gilded palace car, on the banks of the Missouri after a three-days run from Portland to Omaha, to imagine the appearance of "Jo Meek" as he stepped down from the back of his mule after his two-months ride from Oregon, on that March evening in 1848. He was dressed in buckskin pants, with a blanket capote and wolf-skin cap, with moccasins on his feet. His hair and beard were long and unkempt. He had neither money nor friends, and his only source of hope to reach Washington was in his mission and himself, and these proved an open sesame wherever he went. When he reached Washington, only a couple of weeks after the arrival of Mr. Thornton, the documents he brought and his personal intelligence and influence aided no little in hastening the action of Congress for the relief of Oregon in the adoption of the bill for the organization of a Territorial government.

After Mr. Polk had signed the bill on the 13th of August he made haste to complete his part of the work of organizing the Territory by the appointment of its officers. His own term of office as president was approaching its limit, and he was naturally desirous that the new government of Oregon should be fully installed before its expiration. He chose General Joseph Lane, of Indiana, governor of the Territory, and appointed Joseph L. Meek United States marshal, and delegated him to convey his commission to the newly appointed governor, who was at his home in Indiana, and who was en-

tirely unaware of the duty about to be imposed upon him. General Lane accepted the commission thus honorably tendered him, and, three days after he received it, had closed up his affairs in Indiana, and in company with Mr. Meek was on his way toward Oregon.

After the most strenuous effort Governor Lane reached Oregon City, the then capital, on the second day of March, 1849. On the third day of March he issued a proclamation and assumed the duties of his office, thus anticipating by but a single day the expiration of the term of Mr. Polk as President of the United States. Thus the ambition of the president to signalize his term in the office of President of the United States, into which he was undoubtedly lifted by the position of his party and himself on the Oregon question, by the organization of the Territorial government in Oregon, was gratified, and Oregon passed out of its form of self-imposed provisional government, and was fully under the protection of the Government of the United States.

Though Governor Lane and Marshal Meek were in Oregon, they were the only official representatives of the United States Government in the Territory for a number of months. The other Territorial officers, namely, Kintzing Pritchell, secretary; William C. Bryant, chief justice, and O. C. Pratt and Peter H. Burnett, associate justices, were in due time appointed and took the respective places assigned them, and the Oregon Territory was fully organized.

Immediately on assuming the duties of his office, Governor Lane appointed marshals to take the census, as provided in the organic act. The population was then ascertained to be 9,083, of whom all but 208 were Americans.

When the bill for the organization of the Territory of Oregon became a law, containing liberal promises for the donation of lands to actual settlers, it was anticipated that the country would immediately be filled with those who were anxious to avail themselves of this provision. The drift of emigration was almost entirely toward Oregon. California was little

known, and few cared to venture among the Mexico-Spanish people of that region. Almost simultaneously with the passage of the bill, however, there occurred an event in that Territory that turned the tide of emigration from the Eastern States thitherward, and even drew very heavily on the population of Oregon itself. This was the discovery of gold at Coloma, on the south fork of the American river, by James W. Marshall, who was among the arrivals in Oregon in the autumn of 1844, but went to California in 1845, and entered the employment of Captain John A. Sutter at that place. In a few months intelligence of this event had reached the Eastern States. It awakened a great excitement, and intending emigrants to Oregon by the thousand turned to California. The emigration on the plains in the summer of 1848 met the intelligence on the way and largely turned toward the fields of gold. In August, about seven months from the date of the discovery, the news reached Oregon by a vessel which entered the Columbia river for a cargo of supplies for the mines. The effect upon the people of Oregon was even more marked than that on any other part of the country. Nearly the entire adult male population of the territory rushed to California. Farms were left untilled and harvests unreaped. It looked as though Oregon would be depopulated. For two or three years this exodus had a great effect on the prosperity and improvement of the country. But the productiveness of the lands of Oregon, and the average salubrity of its climate had become so well known that gradually most of those who had left returned, and again emigration resumed its old flow into the valley of the Willamette. Besides, the mines of California opened the first market for the abundant products of Oregon; prices rose to almost fabulous figures; and for a few years the gold-diggers of the plains of California poured a stream of the yellow dust into the pockets of the farmers and herdsmen of Oregon. Prospectors pushed their discoveries northward of the Sacramento, until in 1851 rich mines

were discovered in Southern Oregon. So, while the first effect of the discovery of gold in California was detrimental to the prosperity of Oregon, its ultimate result was the opening of an era of unexampled advancement.

Up to this time there had been but little coin, or money of any kind, in the country. So straitened were the people for a circulating medium that the provisional Legislature made wheat a legal tender at one dollar per bushel. Orders on the Hudson's Bay Company, and on some mercantile establishments, and upon the Methodist mission, though not legal tenders, passed current among the people as the best medium of exchange that could be had. But with the coming of gold dust into the country in the winter of 1848-'49, this was passed current as money, though at a great loss to those who were compelled to dispose of it as such, as an ounce of gold dust, intrinsically worth from \$16 to \$18, could be sold for only \$11. To remedy this evil the provisional Legislature passed an act for the "assaying, melting and coining of gold." Before anything was done under this act, however, the functions of the provisional government were terminated by the arrival of Governor Lane and the organization of the Territorial government. Still private enterprise came forward and supplied the want by issuing what is known as "beaver money," in coins of five and ten dollars in value. These coins bore on the obverse side the figure of a beaver—whence their name—above which were the letters "K., M., T., A., W., R., C., S.," and beneath "O. T. 1849." On the reverse side was "Oregon Exchange Company, 130 Grains Native Gold, 5 D" or "10 pwts. 20 grains, 10 D." The letters were the initials of the gentlemen composing the company, namely: Messrs. Kilbourne, Magruder, Taylor, Abernethy, Willson, Rector, Campbell and Smith. The dies were made by Mr. Hamilton Campbell, and the press and rolling machine by W. H. Rector. This was not claimed by the company as money, but simply that so much value in gold was put into

this convenient form for use as a medium of exchange. In a few years, however, the "coin of the realm" became plentiful, and these found their way to the United States mint for recoinage.

Though General Lane had assumed the duties of his office on the 3d day of March, 1849, there could scarcely be said to be any government in the country for some months subsequently. There was an executive but no laws to execute, and no courts for processes and trials. The condition was anomalous, and far from satisfactory. The seat of government at Washington was so distant, and so much time was required to communicate with it, and the appointed Territorial officers were so tardy in arriving and entering on their duties, that the people became anxious and discontented. So much time was required to complete the census and other needful preparations that Governor Lane could not call an election for delegate to Congress and members of the Territorial Legislature before the 6th of June, 1849. The total vote cast for delegate to Congress was about 943—a very small vote for the population of over 9,000 as ascertained by the census only just completed. This was owing to the absence of such a great number of the adult males in the California gold mines. Of this vote Samuel R. Thurston secured 470, Columbia Lancaster, 321, James W. Nesmith, 104, Joseph L. Meek, 40, and J. S. Griffin, 8.

Governor Lane, in his proclamation calling an election, had made an apportionment of members of the Legislature to the several counties or districts as they had been formed by the Provisional Legislature, and the following-named gentlemen were elected to the first Territorial Legislature:

Council: W. Blain, Tualatin; W. W. Buck, Clackamas; S. Parker, Clackamas and Champoe; W. Shannon, Champoe; S. F. McKeon, Clatsop, Lewis and Vancouver; J. B. Graves, Yam Hill; W. Maley, Linn; N. Ford, Polk; L. A. Humphrey, Benton.

Representatives: D. Hill and W. M. King, Tualatin; A. L. Lovejoy, J. D. Holman and

Gabriel Walling, Clackamas; J. W. Green, W. W. Chapman and W. T. Matlock, Champoe; A. J. Hembree, R. C. Kinney and J. B. Walling, Yam Hill; J. Dunlap and J. Conser, Linn; H. N. V. Holmes and S. Burch, Polk; M. T. Simmons, Lewis, Vancouver and Clatsop; J. L. Mulkey and G. B. Smith, Benton.

The Legislature assembled at Oregon City, July 16, 1849, and held a brief session, in which they apportioned their future membership; changed the names of Champoe, Tualatin and Vancouver counties to Marion, Washington and Clarke, respectively; decided what officers the various counties should have, and provided for their election the following October, and divided the Territory into three judicial districts. In October the county elections were held, and the officers who were chosen qualified immediately, and the Territorial Government of Oregon thus completed its organization.

The condition of Oregon at this date was most promising. The doubt and hesitation and distrust of the period of the provisional government had passed away. The end of Hudson's Bay domination had come. Henceforth that great corporation was here only for a limited time, and while here could exercise no power over public affairs, only as its individual members chose to become citizens of the United States and take their place in the body politic as such. No longer did the power of British ships of war in the Columbia and Willamette rivers alarm or their threats annoy. Courts were organized for the redress of wrong and the support of right. The stars and stripes truly emblemed the sovereignty of the land, and was the pledge of the protection of a great nation. And in a climate as genial as man could desire, on a soil as fruitful as an Eden, amidst scenery that was forever an inspiration of great thoughts and high ambitions, and a people whose energy and patriotism and intelligence had marked them as leaders and builders of society even before they had come into this sunset land, there seemed little before the infant commonwealth to inter-

fere with or prevent its rapid growth into a great and prosperous State.

The time of General Lane as governor was short. James K. Polk was succeeded by General Taylor as president of the United States, March 4, 1849, one day after General Lane assumed the duties of his office. In April, 1850, he received notice that President Taylor had removed him from office and appointed Major John P. Gaines in his stead on the second day of the previous October.

An interesting incident connected with his appointment was that General Taylor first offered the governorship of the Territory to Abraham Lincoln, who was an applicant for the post of commissioner of the general land office. That place being filled, President Taylor offered him the place of governor of Oregon. Mr. Lincoln declined it, doubtless believing that better opportunities for his future advancement would exist in the East than in the narrower associations of the Pacific coast. It is interesting to speculate on the changes and modifications in State and national history which would have occurred had Mr. Lincoln become governor of this then most obscure Territory.

Of course during this brief time little occurred in the Territory that made much impression on the history of the country. A regiment of mounted rifles was sent across the plains in the summer of 1848, and were stationed at various posts, as Oregon City, which was its head quarters, Vancouver, Astoria and on Puget sound. This regiment was commanded by Colonel Loring, afterward general, who achieved notoriety, if not reputation, in Egypt as Loring Pasha. The regiment was greatly weakened by desertion, 400 deserting at once and leaving for the gold mines in California. General Lane, being appealed to by the colonel, collected a body of volunteers and pursued them as far as Rogue river, where 260 surrendered to him and were brought back, but the remainder succeeded in reaching California, and were never returned to their service.

In May Governor Lane made a journey to southern Oregon to conclude a treaty with the Indians of that region, who had always been turbulent, and after completing it satisfactorily he passed on into California. He had fixed on the 18th of June as the time in which he would vacate the office of governor, and so, like so many others at that time, he kept on into the gold mines seeking for a better fortune. Governor Gaines reached Oregon City and assumed the duties to which he had been appointed by President Taylor on the 19th of September, nearly a year after his appointment. There was also an entire change in Territorial offices, consequent on the incoming of the Whig national administration. Edward Hamilton was made secretary; John McLain and William Strong, judges; Amory Holbrook, United States attorney; John Adair, collector of customs; and Henry H. Spaulding, Indian agent. Joseph L. Meek retained the position of United States marshal. The Legislative Assembly, whose members had been elected in June, met in December. This body being Democratic, was not in political harmony with the Territorial officers who were Whigs and the session was not as productive of good to the Territory as it should have been. The Legislature was an able body of men, including some who have done as much to mold the character of Oregon socially and politically as any men ever in the State, among whom, for the length and eminence of his service may be mentioned the name of M. P. Deady, long one of the most eminent jurists of the nation.

It devolved on this body to give the Territory a code of laws, and to adjust all legislation to the new conditions introduced by the new form of government, and the great increase of population and enlarged commercial and social demands. The members of the body ably and patriotically met their obligations, and the result of their generally wise action was increased and permanent prosperity in the Territory.

Two events occurred in the autumn of 1850 and the early part of 1851, that were both the product of the new era and an omen of its en-

larging life. These were the establishment of three newspapers, and the building of a steamboat to ply on the Willamette and Columbia rivers. For some years a newspaper called the Oregon Spectator had been published at Oregon City by an association of gentlemen of which George Abernethy was president, which had contributed much to the social attraction and general advancement of the people. But with the inauguration of the Territorial era there was a large influx of ambitious and talented men, anxious for place, and as anxious for organs by which they could reach and influence the public mind. Also rival towns, with views of metropolitan importance and greatness before the eyes of their founders, were established, and they too must needs have mediums by which their advantages and the disadvantages of their rivals might be made known to the world. Accordingly, on the 29th of November, 1850, the Western Star rose on the horizon of Milwaukee, then a vigorous and formidable rival of Portland and all other places for metropolitan honors. Lot Whitcomb, a name very widely and honorably known in Oregon in these early days, was its publisher, and John Orvis Waterman its editor. On the 4th of December Mr. Thomas J. Dryer issued the first number of the Oregonian in Portland. In the following March the first number of the Oregon Statesman was issued by Mr. Asahel Bush at Oregon City. From the first the Oregonian and Statesman became the organs of the two great political parties of the country,—the Whig and Democratic. They were both of the most pronounced type of party journalism. Their editors were men of talent, full of zeal for their parties and fearless in their advocacy of their principles and candidates. While it is proper to concede to both of the able editors of these papers a sincere desire to advance the interest of the Territory, it is necessary to the truth of history to say that the style of their work was far more that of the bitter partisan rather than of the broad statesman. But, in the disjointed and conglomerate state of social life then prevalent

on the Pacific coast, where, more than anywhere else in the world, every man did what he pleased, and said what he pleased, perhaps it would have been too much to expect that newspapers would be specially distinguished by their *suaviter in modo* rather than by their *fortiter in re*. Certainly these were not, and they won an unenviable notoriety for the style of their journalism; but at the same time they did much in these early and not very quiet days for the progress and development of the new Territory.

The Western Star did not long remain above the horizon. The Statesman has had a somewhat checkered career, but still exists, and is now published at Salem, the capital of the State.

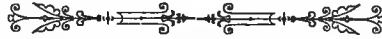
The Oregonian has held on its steady course of publication in the city in which it was established; growing with the growth and strengthening with the strength of the city and the country, until in scope and power as a daily and weekly journal it is fully the equal, if not indeed the real superior, of any newspaper published on the Pacific coast; and there are few in the nation that can stand as its rival.

The steamer built in the autumn of 1850 was constructed at Milwaukee, and called in honor of its owner the "Lot Whitcomb" of Oregon. She was launched on Christmas day, a great crowd of people attending, amid peals of cannon and the cheers of the multitude, Governor Gaines formally christening her as she moved from her ways into the waters of the Willamette.

Early in 1851 Samuel R. Thurston, delegate to Congress from the Territory, died. He was on his way home from Washington, and while at sea between Panama and Acapulco, closed his life, and was buried at Acapulco. When the news reached Oregon a few weeks later it caused a general expression of sorrow. He was a brilliant young man, full of fiery ambition, and it was expected that he would not only secure fame for himself but would accomplish much for his adopted Territory. He had made a fine reputation during the short time he was in Congress for ability and efficiency, and it was thought that he would be returned, as he

belonged to the party that was strongly dominant in the politics of the Territory. At its next session the legislature honored him by be-

stowing his name upon a county organized north of the Columbia river, and now including the capital of the State of Washington.



CHAPTER XV.

OPENING HISTORY NORTH OF THE COLUMBIA.

THE OLD CHANGING INTO THE NEW—REASONS—M. T. SIMMONS AND HIS ASSOCIATES—ATTEMPTED VISIT TO PUGET SOUND—REACH THE SOUND AND BEGIN A SETTLEMENT—SLOW PROGRESS—SETTLEMENTS OF 1848—DISCOVERY OF GOLD IN CALIFORNIA—RESULTS ON THE SETTLEMENTS—INDIAN TROUBLES—RETURN OF THE MINERS—FIRST AMERICAN VESSEL ARRIVES—SETTLEMENTS EXTENDING NORTHWARD—PORT TOWNSHEND—ARRIVALS OF 1851 AND '52—SEATTLE SETTLED—ITS PIONEERS—WHIDBY'S ISLAND—ON THE COLUMBIA—ON THE CHEHALIS—AT THE CASCADES.

Up to this point we have been obliged to treat of the history of all the Pacific Northwest as a unity. It could not be otherwise. The entire country was known as "Oregon," and all questions of international diplomacy and negotiation were summed up under the general head of the "Oregon question." Still they related as much to the territory now included in the State of Washington as to that included in Oregon, and in some respects even more. It was the country lying north of the Columbia river that Great Britain really expected to secure to herself, and although her ambassadors and government contended for all Oregon, it was only to make sure of that part. Hence it was necessary that we treated the whole subject of that controversy in this historical sketch of Washington, notwithstanding the honored name of that now great State does not appear in this portion of the history. In treating this portion of her history we have thought it best to carry forward the story of logically related events beyond their order chronologically. Our former pages have conducted our readers to the full instatement of a Territorial government over the whole region known as Oregon up to 1853,—an event that superseded the old orders of personal and irresponsible action as also of that temporary government called the "Provisional." After the date reached

in our last chapter, 1851, little or nothing occurred of such general historical interest, or that so largely influenced the destiny of the country that we need to consume space in recording it. We therefore turn to the story of that specific region now included in the State of Washington.

American history fairly begun on Puget Sound just a decade after it began in the Willamette valley. It was on this wise. As the controversy concerning the ownership of Oregon opened to the minds of the gentlemen of the Hudson's Bay Company, it became probable to Dr. McLoughlin and his associates that Great Britain would not be able to vindicate her pretensions to the country south of the Columbia, but they hoped a compromise would be made on the line of that river as the boundary between the two countries. With this hope they discouraged all American settlement north of it, and it was not until the winter of 1844 and 1845 that any attempt was made to carry American occupancy to the shores of Puget Sound. The leader of this attempt was Michael T. Simmons, an emigrant of 1844, who had remained at Fort Vancouver during the winter following his arrival in the country. It was doubtless his residence in the near neighborhood of these gentlemen, and his consequent information concerning their views and purposes that determined him to

give the emphasis of an actual American settlement to the other claims of the United States to that region. As this decision of Mr. Simmons made his name historic, as, par excellence, the pioneer of Washington, it is suitable that we introduce him more ceremoniously to our readers.

Mr. Simmons was a stalwart Kentuckian, born in 1814, and inheriting the splendid physique and indomitable purpose and courage that have made Kentuckians so famous. Just past thirty when he reached the Pacific Coast, he was in the morning of his best powers and life. Independent, courageous, intensely American, what the Hudson's Bay people desired him not to do was the very thing that he would be most certain to perform. He therefore abandoned his previous purpose to settle in Southern Oregon, where they desired him to go, and resolved to go northward, where they desired him not to go, and see what it was in that region that was so enticing to British cupidity. Accordingly, in the winter of 1844 and 1845, with five companions, he attempted to penetrate the hundred miles of wilderness that lay between the Columbia river and Puget Sound. The company found the season too unpropitious for the exploration of such continuous and gigantic forests, and, after ascending the Cowlitz river about fifty miles they returned to Fort Vancouver. Yet his purpose was not abandoned, but only postponed. In July, with eight companions, he again set out, and finally reached Puget Sound under the guidance of Mr. Peter Borcier. He performed a canoe voyage as far as Whidby's Island, exploring different parts of the shore on his way, and fully satisfied himself of the commercial value of the country. Returning, he selected a picturesque spot at the head of Budd's Inlet, the most southern extension of the waters of the Sound, at the Falls of Des Chutes river, as the site for his future home, and the first American settlement north of the Columbia. He then returned to Vancouver, and in October, accompanied by Messrs. James McAllister, David Kindred, Gabriel Jones, George W. Bush and

their families, and S. B. Crockett and Jesse Ferguson, two single men, found his way back again to the place selected for their settlement. These seven were the first Americans to permanently locate on Puget Sound, and they belong to history as the pioneers of Washington.

This first settlement occupied a radius of about six miles about the head of Budd's Inlet, and but a little south of where Olympia, the present capital of the State, now is. It was also not many miles from Nisqually, the headquarters of the Hudson's Bay Company in that region, from which company, by order of Dr. McLoughlin, they received considerable mercantile favors, never, however, to the detriment of the company. Thus; nine years after the first American families had effected a settlement south of the Columbia, these people had performed the same patriotic office for the region of Puget Sound.

No one entering this region at the present time can form any idea of the difficulty attending the enterprise of these people. The forests of the country were almost impenetrable, and they covered nearly all its face. To open a trail from the Cowlitz river northward was the hard work of weeks, and then to make such an inroad upon the forests as to give any hope of future support for their families was a task that only brave and manly men would dare to undertake. But empire and destiny were in these men's hands and hearts, and they were equal to the work they had undertaken. But, as we think of it now, after fifty years, we wonder how these seven men, isolated 150 miles from any who could aid them, and surrounded by the savages of Puget Sound, who were watching with evil eye the inroads of the whites, succeeded in establishing themselves and their families in this then most inhospitable region. That they did marks them as heroes.

The year 1846 passed with only small additions to the little settlements. About the same number of men, but not so many families, were added to their number. Among them were Mr. Edmund Sylvester, who selected the land claim

on which Olympia now stands, Mr. A. B. Robison, and Mr. S. S. Ford, who became permanently associated with the future development of the country.

There was scarcely more progress to settlement in 1847 than in 1846, but the few who came were of the same sterling stuff as those who had preceded them, and added much to the moral and intellectual fibre of the infant settlement. The Davises, the Packwoods, the Chambers, were of this number, and these names are honorably fixed in the history of Washington. This year was also signalized by the erection of a sawmill at the falls of the Des Chutes, since called Tumwater, on the land claim of M. T. Simmons. A small flouring mill had before been erected at the same place, with buhrs hewn out of some granite rocks found on the beach of Budd's Inlet, which afforded some unbolted flour as a change from boiled wheat for bread. During the autumn of this year the Whitman massacre occurred at Waiiletpu, near Fort Walla Walla, in the eastern part of the present State of Washington, an account of which is given elsewhere. Its circumstances of atrocity sent a tremor through all the infant settlements of the territory, and awakened the most fearful apprehensions for their own fate.

The following year, 1848, a few immigrants settled along the Cowlitz river and on Cowlitz prairie, on the middle part of that stream. Thomas W. Glasgow also explored the shores of Puget Sound as far north as Whidby Island, where he took a land claim and began farming on a small scale, where he was joined by a few other settlers before the summer was over. But they were not permitted to remain. The Indians of that part of the sound held a general council on the island, at the instigation of Patkanim, chief of the Snoqualimies, and the council decided against allowing the Americans to settle in their country. Glasgow was compelled to quit the island, escaping with difficulty by the aid of a friendly Indian from Budd's Inlet, leaving behind him all his property. This

closed for a time all attempts to effect a settlement on Whidby's island, and soon after an event occurred which changed all the currents of thought and action, north as well as south of the Columbia. That event was the discovery of gold in California, the news of which seemed borne on the wind from the Sacramento to Puget's Sound, and startled every man from the sober plodding of careful industry to the excited daring of adventure and speculation. Nearly every man set off at once for the gold fields of the South, leaving their families and possessions in the isolation of the wilderness, and exposed to the dangers of Indian barbarity.

Though the distance from these settlements to the gold fields was not much greater than from the Willamette valley, the difficulty of reaching them was more than doubled. Indeed it was more difficult to pass over the 150 miles between the head of Puget Sound and the prairies of the Willamette valley than to make all the journey thence to the Sacramento. But all difficulties and dangers can be braved for gold; and certainly the men who had made the 2,000 miles journey from Tennessee or Kentucky or Illinois to the shores of Puget Sound would not hesitate to undertake the 600 miles pilgrimage down the southward valleys and over the intervening mountains to where they expected to find the gold rolling down the channels of the streams or mixed with the sand on every hillside.

This exodus of the adult male population for the gold fields had a very depressing effect on the present prosperity of the country north of the Columbia, inasmuch as it left none to clear the ground, or to sow and reap a harvest. All industries were suspended and the people who remained, mostly women and children, had nothing to do but to wait the return of the gold-hunters, whether they came back with the golden fleece or not. But while their absence was an apparent loss, in the outcome of things it was a great benefit to the feeble and struggling settlements, for, on their return at the end of two years, they introduced an era of pros-

perity that a score of years would hardly have secured under the conditions existing previously. The discovery of gold had turned the attention of the whole world to the Pacific coast, and the tide of population that rolled over the plains of California could not fail to send its human spray over the shores of Puget Sound as well. So, in a reflex way, the whole coast felt the movement of a new life, and three or four years accomplished what a quarter of a century might have failed otherwise to secure.

But the period from 1848 to 1851 was a time of special peril to the scattered families north of the Columbia. The Indians of the lower sound threatened the extermination of the settlements, and even attacked the Hudson's Bay post at Nisqually, with the intention of securing, by its capture, ammunition with which to carry on a war of extermination against the whites. This movement was under the leadership of Patkanim, chief of the Suoqualmies, a man of great influence among the neighboring tribes. Their attempt was a failure, however, but still, so determined were the Indians on driving the whites out of the country that Patkanim sent word to them that they would be permitted to leave unmolested personally by leaving all their property. The whites answered this threat of Patkanim with defiance, assuring him that they had come to stay. They immediately erected blockhouses at Tumwater and at several other places and prepared to defend themselves from Indian attacks. Added to their own readiness to meet the attacks of Patkanim and those who sympathized with him, the Indians about the head of the sound were friendly and assured the whites of their sympathy and help. Meantime the decisive measures of Governor Lane, who had arrived at Oregon City in March, and the erection of Fort Steilacoom in July, convinced Patkanim and his adherents that a war with the whites would be a disaster to themselves, and their plans and purposes were abandoned. This auspicious result of the first serious threat of an Indian war on the Sound, occurring as it did when the people were

so comparatively defenceless, gave the whites confidence, and to a proportionate extent made the Indians more careful and friendly for some years to come.

The year 1849 saw but very little increase in the population of the country. California was still the Mecca of the wealth-seekers of the coast, and nothing but the fact that so many who had left their families in the wilds north of the Columbia prevented its almost entire abandonment. But after a time the husbands and fathers whose wives and children were in the perilous loneliness of these northern wilds began to long for them again, and by the opening of 1850 a large number of them were back on their claims, and had resumed the usual vocations of home-builders, perhaps somewhat richer in gold than when they had left, and probably not appreciating less the country that they had chosen as their home. The early part of this year was signalized also by the first attempt at commercial business beyond the little "corner grocery" where some aspiring tradesman had provided a few of the barest necessities for the homes of the self-denying frontiersmen. The brig *Orbit* of Calais, Maine, under the command of Captain W. H. Dunham, arrived in the Sound. She was the first American vessel that had visited these waters since the American settlement was commenced. She was owned by Edmund Sylvester, I. N. Ebey, B. F. Shead and one Jackson, and had been purchased by them in San Francisco from a company of gold-seekers who had come in her from Maine to the Eldorado of the Pacific. She was afterward purchased by M. T. Simmons, freighted with piles for San Francisco where her cargo was exchanged for general merchandise, and returned to the Sound, where her cargo was discharged at "Smithfield," or, as it was soon after called, "Olympia," later the capital of the Territory and now of the State of Washington. Mr. Simmons erected a small building for a store in which were exposed for sale the goods the *Orbit* had brought. She was the beginning of American commerce on Puget Sound. At this time there



FIRST HOUSE IN JEFFERSON COUNTY, WASHINGTON TERRITORY.
Built at Port Townsend in 1851, by Plummer, Batchelder, Pettygrove and Hastings.



PORT TOWNSEND, 1893.—OVERLOOKING THE BAY.

were not more than 100 white inhabitants in the region tributary to Olympia.

This initial stake of business having been thus successfully set at Olympia, the lines of settlement began to extend from it in every direction. Steilacoom, occupying a point on the sound below Olympia, and abreast of the Nisqually plains, was settled and a large business house erected there. Port Townshend was settled by H. C. Wilson. I. N. Ebey late in the fall occupied the claim on Whidby's Island from which Glasgow had been driven by the hostilities of Patkanim, and R. H. Lansdale took a claim at the head of Penn's Cove. These were among the first, if not the first, who established themselves about the lower portion of the Sound: but they were soon followed by Pettygrove and Hastings. A town was laid out on the west side of Port Townshend Bay, called after the bay itself, Port Townshend, and so the year 1850 closed, having registered a somewhat substantial advancement in the country of Puget Sound. Still the settlements were only a frayed and fretted fringe of whites on the edge of the dark forests, and darker humanity, of the vast region encompassing the waters of that great inland sea. But the time had come for a more appreciable advance.

With the Oregon immigration of 1851 there were quite a number of very resolute people who had already determined to seek their fortunes in this farthest west on "the Sound"—as this country had come to be familiarly called. When, therefore, that immigration reached Oregon City they were prepared to turn their faces northward, and, following the course of the old Hudson's Bay trail, seek homes and fortunes in the great wilderness that girted these waters. Many of them were hunting for town sites,—places where great cities were to grow up, and where they could become wealthy by the easy growth of the years. Others whose ambitions culminated in the hoped-for possession of some spot of earth that could be called "home," were content to find some rural vale or sheltered cove where they could rear a cabin and build around

wife and children a sanctuary of defence and a shelter of protection. These latter strayed inland up the narrow valleys of the little streams that enter the Sound or over the gravelly prairies that island the great forests, and set themselves down in unhistoric quiet and toil. The former roamed the shores of the Sound, landed on every "point," explored every "bay" and "cove," discussed and dreamed and calculated all the possibilities they could conceive of for the future, staked off "claims," named cities, and when they had satisfied themselves, as they all did, that they had all the afterwards of the greatest city of the northwest bounded by the lines of their "claim," sat down to wait its coming.

Among these expectants of the future of course most were fated to failure. But a company of enterprising gentlemen, in the hey-day of young and ambitious life, who came to the Sound country in the autumn of 1851 and selected their "claims" on "Elliot Bay," were more fortunate, if not more far-seeing, than the other parties, and, because of that fortune, won a larger place in the history of the State. These were Messrs. C. C. Terry, John N. Low and John C. Holgate, who were joined later by Arthur A. Denny, D. T. Denny, W. N. Bell and C. T. Boren. This company mostly came from Portland by water on a schooner, and disembarked at "Alki Point" on the 13th of November, and sat down in the unbroken waste of woods on the one hand and waters on the other, in the beginning of a long winter, without even a wigwam to shelter women or babes from the unceasing rains and stormy winds.

When we think of the contrasts that thus entered into the lives of these families, coming, as the most of them did, from the prairies of the West into this wilderness, is it any wonder that the faces of the wives and mothers became sad, or that an artless chronicler of these events should say "the women sat down and cried?"

The first "city" laid out on Elliot Bay was on "Alki Point," and was called, very ambitiously, New York. But the majority of its

people, after some examination of the country, and some information from the Indians that there was a "pass" through the Cascade mountains to the Yakima and the great plains of the upper Columbia, removed to the east side of the bay, and established a rival city, on more advantageous ground, and gave it the name of "Seattle."

This was the name of a chief of the Dwamish tribe of Indians, whose home was in this vicinity, and who was a personage who stood high in the estimation of the American settlers. The name was felicitous, as it retained the Indian nomenclature, and perpetuated the memory of one of the most dignified and honorable of the Indian chieftains of the Pacific coast.

The men who thus became the founders of Seattle, the largest and most prosperous of all the cities of Puget Sound, were David T. Denny, W. N. Bell, Arthur A. Denny and C. D. Boren. Connected with them were D. S. Maynard and Holgate, who kept the first trading house in the new city. In the autumn Henry L. Yesler located a sawmill on the water front. The location of the city was well chosen, being midway between Port Townsend at the foot and Olympia at the head of Puget Sound, and hence its growth was steady, and in four years it had a population of 300, and was fairly launched on its career of history.

Cotemporaneous with the settlement of Seattle the settlements extended to New Dungeness, near the mouth of the Dungeness river. In the meantime Whidby's Island was quite densely populated, as it afforded some very beautiful prairie, very pleasing to the eye of the western settler who intended to construct a home. The settlers on this island were of a very intelligent and energetic character, and rapidly made it to blossom and fruit like a garden. In 1852 the settlements were extended to Bellingham Bay, on the east side of the Sound, where some of the most intelligent and enterprising men of the Territory settled, and entered into milling and coal-mining operations. These, indeed, became the speculative furors of all that region, and

timber and coal prospectors almost rivaled in energy and expectations the gold prospectors of California. Large milling companies were organized and immense sawmills were erected at Ports Ludlow, Gamble, Madison, Orchard and Blakely.

During the time of the establishment of these settlements in the Puget Sound region, the country adjacent to and north of the Columbia from the Cascade mountains to the mouth of the river was steadily though slowly improving. In the vicinity of Vancouver, on Lewis river, on the Cowlitz and about Baker's Bay near the mouth of the Columbia quite a number of families had selected homes for themselves. Among them was Columbia Lancaster, at one time under the Provisional Government supreme judge of Oregon, and for a whole generation was one of the foremost citizens of Washington. An effort was made to build a city on Baker's Bay, which should become the commercial entrepot of the whole Columbia region. The embryonic town was called Pacific City, but its brief existence of a year or two was on paper and in the imagination of its "founders" only. From Baker's Bay some settlers found their way to Shoalwater Bay, on the northward coast, where an oyster fishing community was built up, which has continued with alternating fortune until the present time. The enterprising immigrant sought out every nook on coast and river that offered the least chance for a future town. So, as early as 1851, the valley of the lower Chehalis and the region of Gray's Harbor about the mouth of that stream were visited, and "Chehalis City" was laid out by John Butler, but it scarcely reached beyond the dignity of a plat on paper. Still the settlements gradually extended up the valley of the lower Chehalis until they reached those of the upper valley of the same stream not far from the settlements on the Cowlitz Prairie, where the Hudson's Bay farms were located, and where in 1850 E. D. Warbass had laid out a town and established a trading post.

Another settlement that, in later times, figured quite conspicuously in the Indian wars of the Territory, grew up contemporaneously with these on the north side of the Columbia at the "Cascades," where quite a number of men, prominent in the after history of the northwest coast, had settled as early as 1850. Among them were the Bradfords, L. A. Chenoweth, L. W. Coe, and B. B. Bishop. Thus when 1852 was closing, the settlement in Northern Oregon, as it was then called, extended, though sparsely,

from the Columbia river on the south to British Columbia on the north, and from the coast of the Pacific to the Cascade mountains eastward; and it had within its borders the rising towns of Vancouver, Olympia, Steilacoom, Seattle; and Port Townshend. None of these, at this time, probably exceeded a population of 500 souls. The entire population in the region north of the Columbia at the close of 1852 did not exceed 3,000.



CHAPTER XVI.

SEPARATE POLITICAL EXISTENCE.

GENERAL DESIRE FOR IT—FIRST PUBLIC MEETING TO PROMOTE IT—ITS ACTION—INDIFFERENCE OF CONGRESS—CONVENTION AT MONTICELLO—ACTION OF OREGON LEGISLATURE—COURSE OF GENERAL LANE—CONGRESS INSTITUTES THE TERRITORY OF WASHINGTON—OFFICERS APPOINTED—REGION INCLUDED WITHIN IT—ISOLATION OF THE REGION—MEANS TAKEN TO RELIEVE IT—CONDITION OF THE TERRITORY IN GENERAL.

THE purpose of a political existence separate from Oregon was from the first very clearly defined in the minds of all the men who had led the emigration north of the Columbia. Its ultimate necessity was just as clearly conceded by those who remained south of that stream. It was a subject constantly in the minds of both sections, and it, therefore, caused no surprise when active movements were begun looking in that direction. The first of these occurred on the 4th of July, 1851, when the Americans about the head of Puget Sound met at Olympia to celebrate that day. The orator of the day, Mr. J. B. Chapman, made the "Future State of Columbia" his special theme, and greatly delighted his hearers by his enthusiasm on that subject. At the close of the general program for the celebration a meeting was organized to promote this purpose, which was addressed by several of the leading gentlemen of that region, and a committee on resolutions was appointed, consisting of Ebey, Goldsborough, Wilson, Chapman, Simmons, Chambers and Crockett. This committee presented

resolutions recommending a convention of representatives from all the election districts north of the Columbia to be held at Cowlitz Landing "to take into careful consideration the peculiar position of the northern portion of the Territory, its wants, the best method of supplying those wants, and propriety of an early appeal to Congress for a division of the Territory." This action of the meeting at Olympia was promptly responded to in parts of the designated territory about Puget Sound, and delegates, according to this resolve, were elected.

The convention met on the day appointed, and, in its twenty-six delegates, held the most representative men of the then infant commonwealth. It adopted a memorial to Congress on the subject of division; a resolution of instruction to the Oregon delegate in accordance with the memorial; a petition to Congress for a Territorial road from some point on Puget Sound over the Cascade mountains to Walla Walla, and a plank road from the Sound to the mouth of the Cowlitz, and also asked that the benefits of the Oregon land law should be extended to the

new Territory, should their prayers for a division be granted. It also defined the boundaries of twelve counties, all west of the Cascade mountains. This work done, the convention adjourned to meet on the 2d day of May following, awaiting the intervening action of Congress on their requests. The convention resolved that, on its second meeting, if Congress had not meantime favorably considered its request, it would proceed to the formation of a constitution, and ask admission into the Union as a State.

Congress, however, took no action on the matters contained in the memorials and prayers of the convention, and, before the time appointed for the reassembling of the convention the enthusiasm for an immediate separation from Oregon had so far died away that the body never came together again. Still the subject was not forgotten, and as a means of keeping it before the people a weekly newspaper, called *The Columbian*, was established at Olympia, and published its first number on the 11th day of September, 1852. Under its lead another convention was planned for the 25th of October, 1852, to meet at Monticello, on the Cowlitz river, near its mouth, and in the extreme southern limits of the intended new territory. This convention consisted of forty-four of the most influential citizens of Thurston and Lewis counties, as then organized, and its action was in harmony with the action of the previous convention. It set forth, in its memorial to Congress, most cogent reasons for the establishment of the new Territory. The memorial was forwarded to General Lane, their delegate in Congress from Oregon, and the proceedings of the convention were published in all the newspapers of Oregon.

Ten days after the Monticello convention the Oregon Legislature met. The action of the convention was not only not opposed, but was approved by the members from the counties south of the Columbia river, and in all respects the legislature was favorable to the desires of the people north of the river. A memorial to

Congress, introduced by Ebey, asking the erection of the new Territory passed without opposition, and other legislative action favorable to the country north of the Columbia was passed with very cordial unanimity. The only subject of debate was on the dividing line, one party desiring it to run east and west along the Columbia and the 46th parallel to the Rocky mountains, and the other that it should run north and south along the summit of the Cascade mountains, thus putting Oregon Territory west and Columbia east of that range. There was some sympathy with this view among the people residing immediately along the north bank of the Columbia river, as their commercial and social relations were more intimately connected with those of Portland, which was already the largest city of the northwest coast, than with those of Puget Sound, from which they were separated by a hundred miles of very rugged wilderness. But on the whole it had feeble support, and Mr. Ebey's memorial passed without opposition on the final vote.

So, in harmony with the general sentiment of the Territory, both north and south, was the action of the convention, and the subsequent action of the legislature, that the Oregon delegate in Congress, General Lane, who was ever quick to catch the drift of popular feeling and put his own action in accord with it, had introduced the measure into Congress immediately on the receipt of the memorial of the Monticello convention. He presented it to the House by a resolution instructing the Committee on Territories to inquire into the expediency of the measure. This resolution was adopted, and the committee prepared a bill in harmony with the memorial of the convention and reported it to the House. On the 8th of February, 1853, that body proceeded to its consideration. On the 10th the vote was taken on the bill, it having been previously amended by substituting "Washington" for "Columbia" as the name of the new Territory, and was adopted by the very decisive vote of 128 to 29. On the 2d day of March it passed the Senate, and the president

affixed his signature the same day, and thus that particular region of country that had contributed the real bone of contention between the United States and Great Britain for so many years, and for the possession of which the bold and brave pioneers from the Cumberland and Ohio had dared and done so much, was not only certified by treaty to the American republic, but was also certified to history as one of the "bright, particular stars" in the constellation of the American Union.

While these events were occurring in the national capital, the people who were most especially interested were in anxious waiting. So slow and difficult were the means of communication between the East and the West at that time that it was not until near the last of April that information of the passage of the act of Congress reached them, and not until the middle of May that intelligence of the appointment of officers for the new Territory arrived. Then it became known that Isaac Ingall Stevens, of Massachusetts, had been appointed Governor, C. H. Mason, of Rhode Island, Secretary, Edward Lander, of Indiana, Chief Justice, John R. Miller, of Ohio, and Victor Monroe, of Kentucky, Associate Justice, and J. S. Clendenin, of Louisiana, United States District Attorney. Miller did not accept, and O. B. McFadden, of Oregon, was appointed in his stead. J. Patton Anderson, of Mississippi, was appointed United States Marshal, and directed to take the census. The marshal was the first of the Federal officers to reach the Territory. The others arrived at different dates until about the last of November, when Governor Stevens arrived at Olympia and issued his proclamation organizing the government of the Territory. Awaiting the active movement of the wheels of the government, it is proper that we now pause and take some survey of the conditions of the nascent commonwealth.

The region thus erected into a Territory consisted of the counties of Clarke, Lewis, Pacific, Thurston, Pierce, King, Jefferson and Island. Clarke and Pacific were the southernmost, ly-

ing along the Columbia river and the coast of the Pacific immediately north of the mouth of the river. Between Clarke and the counties that touched the waters of the Sound was Lewis; and the four others lay upon the waters of that inland sea. Clarke was the most populous county, with a total population of 1,134, according to the census completed in the autumn of 1852, while Pacific was the smallest, listing only 152 people. The total white population of the Territory at this time was only 3,965,—confessedly a small number to take upon themselves the responsibility of a separate political existence. The physical character of the country precluded rapid settlement. West of the Cascade mountains, to which portion the settlements were as yet confined, the country was almost entirely very densely and heavily timbered and offered few inducements for agricultural employments. Its vast and stately forest, unrivaled in America, charmed the eye of the lumberman, while its coal measures awakened the interest of the miners; but the people to use these productions were so few that they offered no immediate hope of remunerative markets for them. As yet there was little call for exportation and hence these possible industries languished. Rich as the country was in the materials for making wealth, at this time it was poor in present possessions. It had no highways. Rough and rugged trails through the deep forests connected widely separated settlements, while the "towns" on the Sound had no means of communication with each other but the canoe or the "plunger," or perchance an occasional small steamboat. The people were a marvel of will, and of that peculiar only quality denominated "pluck," but they could manifest that quality by waiting for a good time coming,—when no one knew, but that it would come all men believed, and so they waited with a courage that was truly sublime.

One of the difficulties in the way of inducing immigration was the fact that there was no road connecting the waters of Puget Sound with the open country east of the Cascade mountains,

nor, for that matter, with the Columbia river and the Willamette valley on the south. Canoes on such rapid and dangerous streams as the Cowlitz, and rough pack trails through unbroken forests, presented little inducement for travel and were really a terror to multitudes who would gladly else have sought homes along the shores of the Sound. But the hundred and fifty miles of mountains lying to the eastward, whose crests culminated in the eternal snows of Mount Ranier, Mount Baker and Mount Adams, were a still more terrible obstacle even than the canoes and trails to the southward. But a people like those who had already penetrated this wilderness, and boldly assumed the burdens of self-government would not be long in opening some more feasible way of ingress and egress, and thus secure a larger share of the emigration that was still pouring westward over the interior plains. To do this a way must be opened passable for wagons; for the empire on the Pacific coast came in the immigrant's wagon. Accordingly plans were laid to open a wagon road over the Cascade mountains from the vicinity of Nisqually to the head of the Yakima river and then down that stream to old Fort Walla Walla, and thence to an intersection with the Oregon road at the western foot of the Blue mountains. As early as 1850 some measures were taken, and some work done towards this end, but it was not until the spring of 1853 that measures sufficiently effective were taken to secure the desired result. During the summer of that year the way was opened so as to permit the passage of wagons, and over it thirty-five wagons reached the shores of the Sound in the autumn of that year. The completion of this enterprise, even so far as to permit the passage of wagons at all, was a great point gained in the morale of settlement, and henceforward the people on the Sound had a less oppressive sense of isolation than before.

The immigration that reached the Territory in this way, though not numbering more than two hundred persons, was of very sterling stuff and contributed very greatly to the prosperity

of the country. They marked the line of future travel, and were but a prophecy of the day, not so very far distant, when the iron track should follow the trail of the ox hoof, and the palace coaches of the Northern Pacific should whirl in a few hours over the very path they were weeks in traversing. This immigration settled the valley of White river and that of the Puyallup, and scattered southward of Olympia over the "Grand Mound" prairies, but their settlements were so sparse that on the occurrence of Indian hostilities a year or two later, an account of which will be given elsewhere, they were compelled to abandon their claims for some years.

Such were the physical conditions of the new Territory as the summer of its natal year drew to a close. Intellectually and morally the conditions were not more favorable. No system of public education had been established. While the emigrants that settled Washington were exceptionally intelligent, for obvious reasons the only schools that could be established were private ones, as few or no school districts could be yet organized.

There were as yet no church edifices, and no church organizations, if we except the Indian mission of the Roman Catholics near Olympia, and at the Hudson's Bay post at Nisqually, in the Puget Sound region. At Vancouver, on the Columbia river side of the Territory, it was somewhat different, as here both the Roman Catholics and the Methodists had been engaged in missionary work more or less steadily for nearly twenty years in connection with their wider work south of the Columbia. Among the emigrants had come to the Territory quite a number of ministers of various denominations, who held religious services in most of the small communities, and were counted among the most intelligent, industrious and enterprising of the people. Such was the condition of the new Territory when its newly appointed governor, I. I. Stevens, arrived at Olympia late in November, prepared to enter upon the active duties of his office.

CHAPTER XVII.

TERRITORIAL GOVERNMENT ORGANIZED.

I. I. STEVENS APPOINTED GOVERNOR—HIS CHARACTER—TOPOGRAPHIC EXPLORATIONS—LEGISLATURE ELECTED—GOVERNOR STEVENS' MESSAGE—STATESMAN-LIKE VIEWS—WORK OF THE LEGISLATURE—GOVERNOR STEVENS' REPAIRS TO WASHINGTON—SOME TROUBLE ON THE BORDER—SAN JUAN ISLAND—RESULTS OF GOVERNOR STEVENS' VISIT TO WASHINGTON.

THE selection of Isaac Ingalls Stevens by President Pierce as the first governor of the Territory of Washington was exceedingly propitious to its interests. He was a man whose natural and acquired elements were fitted in an eminent degree to commend himself and the causes he served to public favor and confidence. A New Englander, born under the shadows of Andover, and early trained under influences of intellectual culture, his naturally vigorous and ambitious intellect had already given him special mark when he entered the United States Military School at West Point in 1835, and he only met the expectations of his friends when he graduated from it in 1839 with its highest honors. After his graduation he was put in charge of the fortifications on the New England coast. During the Mexican war he served on the staff of General Scott, and after its close was for four years assistant of Prof. Bache on the coast survey. This position gave him special training on the lines that so eminently qualified him to lead the surveys for a great trans-continental railroad which had been the dream and hope of statesman and emigrant alike for nearly half a century, but which as yet was but a dream. Congress having authorized the survey of several routes for this contemplated road, Stevens was put in charge of the survey of the northern line, whose western terminus was fixed on Puget Sound. He was directed to proceed from the upper waters of the Mississippi to this arm of the Pacific and report upon the route itself, and upon the Indian tribes through which he would pass, and he was also given authority to treat with these tribes when he found it prac-

ticable. Something of the facts and results of this survey will enter more naturally into another part of this work, and consequently these will be omitted here. Still it is proper here to state that among the officers detailed as his assistants and helpers in this work were several whose names afterward became famous in the history of the great rebellion. Among these were George B. McClellan, Cuvier Grover and F. W. Lander. Captain McClellan had charge of the west end of the line, and explored the Cascade range for passes leading to Puget Sound, from Vancouver northward for more than a hundred miles, while Stevens, following the line of his instructions, was proceeding westward from the Mississippi.

In his proclamation looking to the organization of the Territorial government, Governor Stevens had designated the 30th day of January, 1854, for the election of a delegate to Congress and members of the Territorial Legislature, and appointed the 27th of February following for the convening of the Legislative Assembly. Of course with offices to be filled, there were office-seekers in abundance. Parties soon crystallized. The Democratic party put in the field Columbia Lancaster, of Clarke county, for delegate to Congress, and the Whig party entered as his competitor W. H. Wallace, of Pierce, while M. T. Simmons, whose name has so often occurred in honorable connection with the real pioneer struggles of the country, appeared as an independent candidate. The result of the election gave Lancaster 690 votes, Wallace 500, and Simmons 18—a total of but 1,208 votes in the whole Territory.

The delegate elect was not a man suited to represent such a Territory as this on the floor of Congress at this time. With a certain solidity and slowness of character, and an easy facility of conversation, he lacked the genius and eloquence and daring that impress and move such bodies as that in which he was to serve. He lacked intellectual force and moral momentum, though he had some intellectual might. Among a certain class of the pioneers his slowness passed for wisdom and his general suavity for popularity. In fact both parties, Whig and Democratic, committed an error in the selection of their candidates for this most important office. Instead of taking their most brilliant and able man and sending him to represent them in Congress for the public benefit, they both chose their men from considerations of party policy rather than of public benefit. The men themselves were not to blame for being unable to cope with the demands of the hour in the interests of the Territory they desired to represent, but the parties were for putting them forward, however estimable as private individuals they were; and this is not called in question.

The legislators elected at the same time had a fair measure of ability, and were well qualified to consider the practical questions that were sure to come before them. It was Democratic by a majority of one in the council and six in the house, but partizan zeal did not strongly influence its action, and on the whole its work sub-served the best interests of the Territory. G. N. McConaha had the honor of serving as president of the council and F. A. Cheuweth as speaker of the house of representatives.

The message of Governor Stevens, however, stamped him as the man of the Territory; and, as the general scope of its statements and recommendations presents so good a reflex of the condition and needs of the young commonwealth, it appears eminently proper that a summary of them should be given here.

He introduced his message by a glowing encomium upon the Territory itself, and dwelt upon its natural advantages for commerce. He

then referred to the anomalous condition of the public lands; the Indian titles not having been extinguished, nor any law having been passed for their extinguishment, the settlers were unable to obtain any titles to their lands under the land laws of Congress. He took up the subject of roads as one of the most important to the people and advised the legislature to memorialize Congress concerning their construction. He also counseled them to ask for the appointment of a surveyor general for the Territory and for liberal appropriations for the surveys, so that the settlers could intelligently locate their claims. He suggested some essential amendments to the land law making it possible to acquire title by the payments of the minimum valuation after a residence of one year, and that single women should be placed on the same footing as married women. He urged the early settlement of the boundary question between Washington and the British territory on the north, and that Congress shall be memorialized on that subject, as well as on the necessity of continuing the geographical and geological surveys already commenced.

He treated ably, and at some length, the position and relations of the Hudson's Bay Company and the Puget Sound Agricultural Company. He conceded they had certain rights granted to them, and certain land ceded to them, but that the vague nature of these rights, as well as of these lands, must needs lead to disputes concerning their possessions, and recommended that Congress should be memorialized to extinguish their titles. He declared that the rights of the Hudson's Bay Company to trade with the Indians was no longer allowed, and that, under instructions from the Secretary of State, he had already notified that company that it would be allowed until July to close up its affairs, and that after that time the laws regulating intercourse with the Indians would be rigidly enforced.

The attention of the Legislature was urgently called to the necessity of providing for a school system, and asked that Congress be memorialized for a grant of land for a university. An efficient

militia system was declared to be a necessity in a Territory so isolated, which must, in case of war, be compelled for a time to depend upon itself even for protection against foreign invasion.

This message strongly impressed the Legislative Assembly and the people of the Territory, and showed the governor to be a broad-minded and statesmanlike man.

Beyond complying with the suggestions of Governor Stevens in regard to memorials and such subjects of legislation as he directed their attention to, the acts of the Legislature were mainly directed toward local interests, such as the formation of counties and designation of county seats, the appointment of a commission to codify the laws, the assigning of judges to districts, and the selection of Olympia as the temporary capital of the Territory. When these things were attended to the Legislature adjourned.

Soon after the Legislature adjourned Governor Stevens repaired to Washington city to report in person on the results of his railroad survey, and to attend to such other matters as he might in the interests of the Territory. The Legislature had passed a resolution approving of his leaving the Territory for these purposes, and so he went armed with the double influence of his personal character and the approval of his constituents at home. Before going, with the thoroughness that marked all his work, he made an examination of the Sound, looking for the most feasible points for the terminus of the Northern Pacific road. Bellingham Bay, Seattle and Steilacoom impressed him favorably. The other matters that he specially desired to present to the attention of the government related to Indian affairs, to the rights and privileges of the Hudson's Bay and Puget Sound Agricultural Companies, and to the settlement of the northern boundary of the Territory. The message of Governor Stevens relating to this subject, and his declared purpose of pressing the matter of its settlement at Washington, arrested the attention of the British authorities

on Vancouver Island and a conflict of authority arose on San Juan Island between I. N. Ebey, as United States collector of customs, and a justice of the peace under the colonial government of Vancouver Island, named Griffin. Ebey, claiming San Juan as a part of the Territory of Washington, and finding that several thousand head of sheep and other stock had been imported from Vancouver Island without being entered at the custom house, visited the island in his capacity as collector of customs. The Hudson's Bay steamer Otter, with Mr. Sankster, collector of customs for the British port of Victoria, on board, ran over to San Juan and anchored near Mr. Ebey's encampment. When told by Mr. Ebey that he was on the island in his official capacity to enforce the revenue laws of the United States, Sankster then declared that he would arrest all persons and seize all vessels found navigating the waters west of the Straits of Rosario and north of the middle of the Straits of Juan de Fuca.

Mr. Ebey, by no means intimidated by this growl of the British lion, declared that an inspector of customs should remain upon the island to enforce the revenue laws of the United States, and expressed the hope that no one pretending to be officers of the British government would attempt to interfere with his official duties. Sankster ordered the British flag displayed over the quarters of the Hudson's Bay Company on the island.

James Douglas, governor of Vancouver Island and also vice-admiral in the British navy, was on board the Otter during these proceedings. Sankster proposed that Ebey go on board the Otter to hold a conference with Mr. Douglas, but was informed that the collector of Puget Sound district would be happy to meet Governor Douglas at his tent. This, however, the governor declined to do, and soon after the steamer returned to Victoria, leaving a boat's crew to watch. The next day Mr. Ebey appointed and swore into office Mr. Webber as inspector of customs and stationed him upon San Juan Island.

There was probably no intention on the part of Douglas of proceeding to hostile measures in vindication of the pretensions of Great Britain to San Juan Island, but he did desire to state the pretensions of his government, and so dispute the claims of the United States as to leave his case without prejudice from default when the final struggle came. Resolute as he was, in Mr. Ebey he met a man as resolute and far-seeing as himself, and the result of his course secured no advantage to Great Britain in the final settlement of the question of boundary between the two countries, which is considered in another place.

The visit of Governor Stevens to the national capital was productive of much good to the Territory. The efforts of delegate Lancaster to secure the attention of Congress were proving abortive, and the addition of the powerful personality and influence of Stevens to them compelled attention that could not be persuaded by the feeble solicitation of the delegate. It is just, too, to say that delegate Lane, of Oregon, gave the strong support of his influence to the measures of Lancaster and Stevens, and together they secured a fair consideration of the needs of the new Territory on the part of Congress.

They secured an appropriation of \$30,000 for the construction of what was known as the "Mullan road" from the Great Falls of the Missouri via Cœur de Alene lake to Walla Walla; of \$25,000 for the construction of a military road from The Dalles of the Columbia to Fort Vancouver; of \$30,000 for a road from Fort Vancouver to Fort Steilacoom; and \$89,000 for light-houses at various points on the coast. Liberal provision was also made for the Indian service, in which was included the sum of \$100,000 to enable Governor Stevens to treat with the Blackfoot and other tribes in the north and east portions of the Territory.

Meantime, during the absence of the Governor, the current of events in the Territory flowed smoothly on, and there is little to record in the way of history. Only one thing ruffled the even surface of things, and that was the occasional predatory incursions of Indians from the north, sometimes attended with barbarous murders, which kept the scattered settlements along the shores of the Sound in more or less alarm. These, however, so far as necessary, will be considered in our chapters on the Indian Wars of Washington, and hence need not be considered at length in this connection.



CHAPTER XVIII.

TERRITORIAL HISTORY, CONTINUED.

SLOW PROGRESS—REASONS THEREFOR—POLITICS—FIRST DELEGATE TO CONGRESS—ORGANIZATION OF PARTIES—JUDGE STRONG—J. PATTON ANDERSON—PERSONAL POLITICS—GROWING CON-FUSION IN PARTY LINES—GOVERNOR STEVENS THE DEMOCRATIC CANDIDATE—ALEXANDER ABERNETHY THE REPUBLICAN—STEVENS ELECTED—FAYETTE McMULLIN, GOVERNOR—FRASER RIVER MINING EXCITEMENT—RESULTS UPON THE TERRITORY.

EVEN after a Territorial Government was fully instated the material progress of the country was very slow for quite a number of years. The reasons for this are patent. The open country east of the Cascade mountains was yet closed to settlement, and the region about Puget Sound was so inaccessible that only the most determined and resolute people, or those who had special connections of interest there, found their way thither. Besides there was no surplus population in any Pacific coast region eager to leave the limiting conditions of an annoying and crowded multitude to find personal freedom outside of thronging marts. All the coast was free and open, and there was verge and room enough everywhere for breath and expansion. In a measure, too, the influx of Eastern immigration had ceased. Therefore the growth of the infant Territory must needs be tirefully slow. The few thousands of people scattered over many more thousands of square miles of country had little to do but wait for the good times which their faith prophesied and their hope looked for that were sure to come in some sweet hereafter, and perhaps prove an overpayment of delight. But, after all, the hardest thing in the world is to wait. Providence is slow, the ages are long, our life is brief, and avengings or rewards must come to us soon if at all. It was therefore not an easy lot that came to the isolated dwellers on Puget Sound and along the wooded river courses; and only a few were really great enough and strong enough to wait.

Still there is one refuge that the great American mind can always find in city or on frontier,

namely, politics; and this refuge did not fail the people of this Territory in the present dilemma. It was a time of high political debate in the country at large, and the echoes of that debate flew into the door of every log cabin from Juan de Fuca to the Cascades. Grave national issues were discussed about every mountain camp-fire, in every logger's cabin and miner's hut; and, although Washington was yet but a Territory, and as such could have neither voice nor vote in the national legislature, no part of the country really took a more intelligent interest in the issues that were being joined between North and South, between loyalty and disloyalty during the later fifties, than did these sturdy pioneers. What was to have been expected occurred. Political opinion was confused, if not chaotic. The pressure of events was not yet strong enough to solidify or crystallize the elements of patriotism that were floating in the mass of all parties into the order and purpose of a party organization, or to unite their opposites into an antagonizing order. It was a time of creation, politically, in Washington, and "darkness was on the face of the deep."

It is proper that we say that this was not to the discredit, but rather to the credit, of the people. They were too individualized and independent to be swayed in a mass by appeals or passions. More solid thinking was never done by men than was done by the lumbermen from Maine and Michigan and elsewhere in the forests of the North along the shores of Puget Sound, and by the scattered home-makers from the prairies of Illinois and Missouri, or the shop-keepers from Boston and New York who

had established themselves in the wilderness or on the corners of the streets of cities yet to be, than was done in this Territory at this time. That they did not all think alike was evidence that they all thought, and that no one thought for all.

Probably if the political sentiment of Washington at this time were to be named after the fashion of the olden nomenclature, it must be classed as Democratic rather than Whig. The Territory had been admitted into the Union under Democratic auspices; its governor, Stevens, and its list of Federal office-holders had been appointed by a Democratic president, and it was but natural that that party should have secured the vantage ground of strongest and most effective organization. Besides, just across the Columbia, Oregon, under the then almost controlling influence of Joseph Lane, was strongly on that side, and so the motive of political harmony with that Territory had its influence in determining the status of this.

There was really but one office in the Territory that could serve as a test of party sentiment. That was the office of delegate to Congress. Around this, therefore, the division took place. The first election for that office occurred so early after the organization of the Territory that party had comparatively little decisive influence in determining its result. At that election, as we have seen, Columbia Lancaster of Clarke county, in the southern portion of the Territory, was chosen. His politics were as individual as himself, though his antecedent affiliation had been largely with the Whig party. With a certain appearance of solemn weight in his presence that was well matched with the method of his slow and oracular utterance, he succeeded in impressing himself upon enough of the voters of the territory that they had given him the honor of being their first representative in the Congress of the United States. But he lacked the alertness and vigor to retain the position that the auspicious time, together with his personal elements, had given him, and hence his first service was his last in that capacity.

Doubtless geographical position had something to do with this result, for his residence was on the extreme southern limit of the Territory, and in a region that was rapidly outgrown and outnumbered by the region along Puget Sound. So it was not greatly to his discredit that, in the more stringent organization of parties in 1855, these things proved sufficient to defeat him before the Democratic convention, and to put in his place as a candidate for delegate to Congress J. Patton Anderson, who had come to this Territory as its first United States marshal, appointed by President Pierce, and who had over him the order of a strong pro-slavery Democrat of the most ultra Southern school.

By the opposition or Whig party Judge William Strong was nominated. Mr. Strong also came to the coast as a Federal appointee, bearing a judicial commission from Millard Fillmore. He was of large and imposing presence, and both as an officer and a man had won a considerable place in the regards of the people of the Territory. In after years he removed to the city of Portland, Oregon, where he resided until his death, maintaining a prominent position at the bar of that city and State. The result of the ballot gave Mr. Anderson the delegateship by a narrow margin over his abler competitor. But neither of the men who represented the two great political parties of the country in this election figured afterward in the history of Washington to any considerable extent. Mr. Strong, as we have stated, removed from the Territory, and Mr. Anderson did not return to it to reside. He espoused the southern cause in the rebellion, and, though winning no high distinction, yet received a commission as brigadier-general from the Confederate government. During this political canvass there were many indications of what was coming in the disruptions and disintegrations of old parties and the formation of new ones. A "free soil" candidate for Congress in the person of Joseph Cushman received a small vote, while it was with difficulty that a large part of the Democratic vote could be held to the candidate of

that party. It was obvious to far-seeing men that causes were at work below the surface of things that might at any time, and certainly would at some time, work a revolution in the political complexion of the Territory. One of the causes was this: In the organization of the Territorial government and appointment of its officers, a great many able and ambitious men had been brought to the Territory. Others had come in charge of or associated with the government surveying parties, and had remained in what seemed to them this inviting field for personal promotion. The ultimate star that guided each of these was self. They could not be expected to act from a purely public and patriotic purpose, for each one supposed that, while serving self he could serve the public at least as well as could any of his fellows. The larger parties, therefore, were made of the innumerable smaller personal parties of these able and aspiring men, and were held together by a very feeble tenure. A great, overshadowing public interest, upon which the affections of the common people, who are always patriotic, could be united, would inevitably dissolve the old political tenures, and new and stronger ones would be formed. Besides, the very men of whom we have spoken were not destitute of patriotism, albeit they were personally ambitious of place and power, and when it became apparent to them that there were questions to be decided by the votes of the people greater than what individual should hold the offices, they too would be found ready to lead or follow the general impulse of change. That such a change was coming, and coming soon, was in the very air. Under such a state of things the Territory came up to the time for the election of another delegate to Congress to succeed J. Patton Anderson, during whose term of two years nothing of importance had been done to secure the interests of the Territory he represented in the halls of Congress.

The logical candidate of the Democratic party for delegate to Congress in 1887 was Governor Stevens, although he had a strong and very better opposition among the leaders of his own

party, the causes and methods of which were far more creditable to him than to those who opposed him. It is not necessary that we lead our readers into the intricacies of the plots and counter-plots of the period, as it would be much time spent to little profit. It is enough to say that, while Mr. Stevens had come into conflict with the judicial department of the government in some matters of administration relating to Indians and Indian affairs, and in these conflicts his enemies had succeeded in inducing the president to reprimand him for his action, yet the people, and especially the volunteers who had served in the preceding Indian wars, felt that he was their friend and proper representative, and were resolved to give him the place of honor and of power. Meantime, feebly following, at this early day, the trend of public sentiment elsewhere, the Republican party had effected an organization and put forward as its candidate for Congress Mr. Alexander Abernethy, a man of excellent personal qualities, but not well adapted to lead a new political crusade in the chances and changes of such an eventful period in the history of the country as this. The new party had in it not a few of the best and ablest men of the Territory, but the exigences of the country were not yet sufficiently apparent to lead the mass of the people to sunder old political ties and enter new party affiliations. The result of the balloting gave the election to Mr. Stevens by a large majority, and on the 11th of August he resigned the office of governor, Secretary Mason taking his place as acting governor until the appointment of his successor. This was Fayette McMullin, of Virginia, who held the office of governor only until July, 1858, when he was removed, having done nothing to entitle him to the confidence or gratitude of the people.

While McMullen himself did nothing worthy of record as governor of the Territory, yet during his term of office an event occurred that, while at first it seemed to interfere with the prosperity of the country, ultimately redounded to its prosperity. This was the discovery of

gold on Fraser river in British Columbia, which awakened an intense excitement all over the coast. The history of this mining excitement does not belong to this book, only as it affected the prosperity of Washington. It drew away a large number of the people of the Territory, thus abstracting population and labor from the resources of an already weak commonwealth, and leaving it for a time even poorer than it was before. Its progress had been so slow as to greatly discourage many of its friends, as was evident from the fact that there were but three more votes cast for delegate to Congress in 1857 than in 1855, or only 1,585 in all. On the whole this was about the most unpropitious era of the history of Washington, and the historian lingers in its story anxious to find something to relieve the sombre page of his record. This

mining excitement does not afford the relief, for instead of bringing population it took it away. Still there was a compensation in its after results. It awakened the people who remained in the Territory to activity in promoting explorations and opening roads across the mountains into the open country to the east toward the upper Fraser mining regions. As the mining excitement diminished, and thousands of unsuccessful men returned from British Columbia, a large number of them, some from choice but more from necessity, remained in the Puget Sound regions and became permanent settlers there. From this class Puget Sound probably doubled its population before the close of 1858. Thus what threatened at first to be a great calamity of the country proved in the end to be a great benefit.



CHAPTER XIX.

TERRITORIAL HISTORY CONTINUED.

I. I. STEVENS AND HIS RELATION TO THE HISTORY OF WASHINGTON TERRITORY—HIS PERSONAL CHARACTER—ELECTED TO CONGRESS—RE-ELECTION—CRISIS IN HIS CAREER—RETURN TO OLYMPIA—DECLINED RE-NOMINATION—OFFERS HIS SERVICES TO GOVERNMENT—COMMISSIONED COLONEL—BRIGADIER-GENERAL—DEATH—HONORS PAID HIS MEMORY—ELECTION OF DELEGATE TO CONGRESS—RAPID CHANGES IN OFFICERS—DEATH OF GOVERNOR MASON—SEAL OF GOVERNMENT—REPUBLICAN APPOINTEES—GOVERNOR PICKERING—SECRETARY EVANS.

THIS is as suitable a place as any to give a space to the history of the relations of Isaac Ingalls Stevens to Washington Territory. The historian cannot pass this theme or this name as he can almost any other theme or name with a sentence or two, as, take him for all in all, Mr. Stevens' place in the history of the Territory is unique and representative beyond comparison, and its story must be treated accordingly. In the course of our previous narrative we have shown under what auspices he came to the Territory, and how he was related to the early Indian difficulties that so seriously threatened the entire country. On his election as a delegate to Congress, he en-

tered on a new sphere of duty, but one for which his previous education and life had well prepared him.

Mr. Stevens was a small man physically, and yet he had an imposing and magnetic presence. This was owing to the fact that his face and brow and eye bore the seal of a lofty manhood. His large and fine-grained brain was filled with knowledge, which, in private conversation, he knew well how to use. He was not what is usually called an orator, and yet he could strongly influence men, and those who were about him naturally deferred to him as their representative. There was not a great deal of the suave in his composition. His nature was

too rugged and full of points for that. But he was intellectually honest, and duty was a word he knew how to utter, and his actions always showed that he felt its full and mastering force. Coming to the Territory as an appointee to its highest office, he filled it with such devotion to the interests of the people over whom he presided that, almost as early as it was possible for them to testify their appreciation of him by a popular vote, they did so by putting him into the national Congress by a majority of votes over those given to one of the oldest and most respected of the pioneers of the Territory of more than two to one. Still the very elements that created such friendships also created corresponding enmities, but they were not numerous and strong enough to alienate the great mass of the people from the support of this strong and patriotic man.

Mr. Stevens entered upon his duties in Congress at a time and under circumstances not propitious to his political success. The result was that during his first term he was able to secure but little legislation for the benefit of his constituency. He was faithful in plans and energetic in urging them, but he could only deserve success, not command it. But he did not lose the confidence of his people, and at the election of 1859 was again returned to Congress over W. H. Wallace, gaining the election over him by nearly as large a majority as he had two years before over A. S. Abernethy. This endorsement of him by the people of his Territory gave him larger influence with the Congress than he had before, and consequently his measures met with more favor at its hands. At the session of 1860-'61, several appropriations of great value to the Territory were secured, and provisions were made for the payment of the Indian war debt, though at figures greatly, and, without doubt, unjustly reduced.

This session of Congress brought Mr. Stevens to a crisis in his career. Politically he had been a pro-slavery Democrat, or, if not that, in the division of the Democratic party pending his election of 1860, he adhered to the Brecken-

ridge wing, and so high did he stand with it that he was selected as chairman of its national committee. But notwithstanding his relations to that party he could not be persuaded nor frightened into the support of secession, for he was a patriot first and a politician afterward.

At the close of the session of 1860-'61 Stevens returned to Olympia. He was wan and care-worn, and it was plain that strongly opposing forces had been tugging at his heart strings. He had scarcely reached home before the news on the firing on Fort Sumter and the beginning of civil war reached him. He could no longer hesitate between party fealty and patriotic duty. Nor, duty being determined, could he delay its clear announcement, "I conceive it to be my duty to stop secession" were his clear words to the people of Olympia who had assembled to do him honor. There was no hesitation, no tergiversation. What this meant to him can hardly now be understood. It disrupted all the political associations of his life, and brought down upon him the bitterest hostility of those who had counted on him as both comrade and leader in the struggle that treason precipitated on the nation. Nor did it secure at once the confidence of those who had hitherto acted against him politically. Lane of Oregon and Gwin of California, with many others, were in the hot flush of disloyalty, and it was hard to convince the people of the Southwest that Stevens was not in league with them for the inauguration of a Pacific republic even if he was not committed to the purposes of the Southern disunionists.

Stevens had returned to Olympia intending to become a candidate for re-election to Congress, but at the Democratic convention, that assembled at Vancouver soon after, he withdrew his name, promising however to support the choice of the convention. This action was prompted by his determination to return immediately to the East and proffer his services to the Government in the cause of the Union. This purpose he put into execution,

From his early and thorough training in the military academy at West Point, his leading position in the councils of the Democratic party and his conceded great ability, much was expected of him and for him. He was at once appointed colonel of the 79th New York regiment, the famous Highlanders, whose accomplished colonel, Cameron, had been killed at Bull Run. His service in that capacity began on July 31, 1861, only ten days after Bull Run had been fought, and was in the defences of Washington. In September, however, he was commissioned brigadier-general and commanded a brigade until July, 1862. On the 4th day of July Mr. Lincoln appointed him major general of volunteers, but the senate refused to confirm the appointment, and he continued to serve as general of a brigade in the Virginia campaign although he was actually in command of the division. At the battle of Chantilly, while leading his faltering command, himself carrying the flag which the color-bearer who had been struck by a shot was about to let fall, he was struck in the head by a ball and instantly killed. When this sad event occurred his name was among those who were being considered by President Lincoln as successor to McClellan as commander of the army. In the estimation of the army his name was ranked with Meade, Hooker, Reynolds and others like them, and his special friends believed him fully able to cope with Lee, undoubtedly the greatest leader of the Confederates during the war, and they prophesied for him the most brilliant career. He had made a careful study of the mental characteristic of the great Confederate commander, together with his methods and tactics, with the expectation that he might be called to match himself against them. Certainly his position and ability justified him in thus preparing for the largest responsibilities that could come to him. In the army his death was felt as a great national disaster, and was catalogued with that of Kearny and Baker as one of the three most chivalrous spirits that went out on the altar of patriotic sacrifice.

The intelligence of the death of Stevens kindled the deepest grief not only in Washington but on all the Pacific coast. Like Baker in Oregon, Stevens typed and personified the loyalty of Washington. If, in his death, Washington lost its one hero in the field of battle, his death made a thousand heroes around the altar of Washington homes. Disagreements and political rivalries and jealousies were forgotten. His character was eulogized and his memory was canonized. When the Legislature met appropriate resolutions were passed in his honor, and the members wore crape for ten days. The legislature of his native State, Rhode Island, also formally regretted his loss. An eminent scholar and publicist, Professor Bache of the coast survey, with whom he served four years, thus characterized him: "Generous and noble in impulses, he left our office with our enthusiastic admiration of his character, appreciation of his services and hope for his success."

Thus in the full hey-day of his power, at forty-four years of age, the man who most impressed the early history of Washington passed away. But he left an inheritance of real greatness and patriotism to his adopted Territory and State that constitutes no small part of the fame that crowns them.

After the withdrawal of the name of Stevens before the Democratic convention of 1861, Salustius Garfield was named by that body as its candidate for Congress. The convention had passed resolutions under the lead of Stevens endorsing the cause of the Union, and its nominee was therefore called "Union-Democratic." The Republican convention of that year named W. H. Wallace once more as its candidate. A faction of the Democrats, who were so strong in their pro-slavery affinities that they would not be brought to sustain the cause of the Union under any circumstances, put forth the name of Edward Lander as a candidate. The result of this triangular contest was to draw away enough votes from Mr. Garfield to give the election to Mr. Wallace by a plurality of 318 votes, while the united Democratic vote in the Territory yet

exceeded the Republican by 333 votes. Thus, for the first time, Washington sent a Republican to represent her in the national Congress, although it was not yet clear that her political complexion had been changed.

In the executive department of the Territorial government, meanwhile, rapid changes, not always to the profit of the people, had supervened. After the removal of McMullin, already referred to, the secretary of the Territory, Charles H. Mason, became acting governor. This was entirely satisfactory to the people. Mason was a man to be believed in and trusted, and had a strong hold on the confidence of the Territory in an eminent degree. But soon after assuming the duties of the executive office he died, universally regretted. Stevens pronounced his funeral eulogy. The Legislature honored him by naming a county after him. He was in all ways a worthy man, and an able public officer. He was succeeded by Richard D. Gholsen, of Kentucky, who is entitled to a place on the pages of this history only because he was "clothed with a little brief authority" over a people with whom he had nothing in common, but over whom he was instated by the appointment of a national executive who had political debts to pay, and whose political small-change for their payment was the offices of honor and emolument in the Territories. In less than a year after his arrival Gholsen returned to Kentucky, much to the relief of the Territory. He was an ultra State-rights Democrat, and here ends his history as connected with Washington Territory.

With the departure of Gholsen the executive administration devolved on H. M. McGill, the Secretary of the Territory. There was little in the internal politics of the Territory during these administrations that requires any special record.

Like all new commonwealths the question of the location of the seat of government caused considerable agitation. The Legislature of 1854-'55 chose Olympia as the capital, but later a strong effort was made to remove it to Vancouver. At the session of 1860-'61 a deal

was made between the representatives of Port Townshend and Seattle and those representing the Columbia river region by which Port Townshend was to have the penitentiary, Seattle the university and Vancouver the capitol. Acts for this purpose passed both houses of the Legislature without debate, but in the haste of such legislation the enacting clause was omitted from the bills, and they thus became inoperative. The matter was finally decided by a vote of the Territory, supplemented by a decision of the courts, in favor of Olympia, but the university was permitted to remain at Seattle.

The administration of McGill as Governor was rather creditable to himself and beneficial to the Territory.

The inauguration of Mr. Lincoln as president was followed by a change in the political complexion of the Federal appointees in the Territory. W. H. Wallace, a resident of the Territory for several years, was appointed governor, but his appointment was soon followed by his nomination and election by the Republican party as delegate to Congress. L. J. S. Turney, who had been appointed secretary when Wallace was made governor, thus became acting governor. But, though the national administration was Republican, and consequently the Federal appointees were of that political faith, the Legislature still remained Democratic, and at its session of 1861-'62 signalized its history by voting down a series of resolutions sustaining the general Government in its course and declaring against a Pacific coast confederacy. The council went even further than this in its disloyal course, and poured contumely on the national cause by referring such a series of resolutions sent up from the house for concurrence to the committee on foreign relations, with directions to report on the first day of April, or two months after the session would terminate. This action, redounding so little to the credit of the men who voted for it, was so really contrary to the sentiments of the people of the Territory that at the session of 1862-'63 the joint assembly hastened to pass a series of

resolutions strongly supporting the Government in putting down the rebellion.

There was little to mark the current of Washington history during this period but that which was purely political, but such changes came frequently enough to keep up the gossip of a "nine-days wonder" among the people. Accordingly William Pickering, of Illinois, arrived in Olympia in June of 1862, as governor of the Territory by the appointment of Mr. Lincoln. In December following Mr. Turney was removed from the office of secretary and Elwood Evans was appointed in his stead. Mr. Pickering came with the recommendation of a long personal acquaintance with the president. He was by birth an Englishman, but had been a resident of the United States since 1821, and for thirty years had known Mr. Lincoln, enjoying his personal friendship. Mr. Pickering gave the Territory an acceptable administration, though toward its close there was considerable disagreement between him and a faction of the legislature over the reconstruction measures of Presi-

dent Johnson. Mr. Evans, the secretary of the Territory at this time, was a very competent man, and faithful executive officer. He came to the Territory in the company of Mr. Stevens, in which he served as journalist of the expedition, and had taken up his residence at the capital, where he had been engaged in the practice of law. He had brilliant literary ability, and as a writer, especially on historic themes, has won the highest place. During 1865 Mr. Evans was acting governor and discharged the duties of that office acceptably to the Republican party, and what was better still to the advantage of the Territory. Fairly reckoned among the pioneers, no man has been more faithful to the interests of his adopted State than he, and none have done more to call the attention of intending immigrants to the greatness of its resources and the excellence of its climate. He is now an honored citizen of the city of Tacoma, engaged in his profession as a lawyer, and in literary pursuits, of which he is extremely fond and in which he is a master.



CHAPTER XX.

SETTLEMENT OF EASTERN WASHINGTON.

FIRST SETTLERS—COUNTRY THROWN OPEN TO SETTLEMENT—FIRST TOWN—DISCOVERY OF GOLD—STORY OF ITS DISCOVERY—RHODES CREEK AND ELK CITY—SALMON RIVER—SEVERE WINTER—HIGH PRICES—GREAT INFLUX OF PEOPLE—STRANGE MINGLING—TOWNS MAPPED OUT—COUNTIES ORGANIZED—POLITICAL AGITATION—DIVISION OF THE TERRITORY—IDAHO CONSTITUTED.

WHILE we have been attending to the course of history in the Territory at large, and especially in that portion of it lying west of the Cascade mountains, we have not forgotten that, in area, the larger part of Washington was east of that range. Up to the early sixties that part of the territory had no history except that which was involved in the story of the Indian tribes and the Indian wars. But about that time the course of history changed, and it is necessary for us to follow that change. In our chapter on the topography of

the State we have given our readers so full a description of it that it is not necessary for us to dwell upon its physical characteristics in this place. Up to the early fifties it had no permanent white residents after the missionaries abandoned the country on the Whitman massacre and the Cayuse war following it. Perhaps from this statement a few names of white men consorted with Indian women should be excepted, and most prominent among them, Mr. William Craig, whose wife was a Nez Perce woman, and who resided at Lapwai among that tribe from

1845 until his death in October, 1869. We do not include in these statements the people connected with the Hudson's Bay Company, most of whom were French Canadians with Indian wives, but remained in that region after that company withdrew from the field, and thus became permanent settlers. Probably Mr. H. M. Chase is fairly entitled to be called the first American who went into that region as an intending settler, as he entered it in 1851, and made his home in the Walla Walla valley for fifty years. Soon after him came Lloyd Brooke, who, with Bamford and Noble occupied the site of the Whitman mission in 1853, but none of them remained permanently there, Mr. Brooke removing to Portland, Oregon, and dying there on the 29th day of May, 1893. Mr. Brooke was a man of many genial and sterling qualities, and held a high place in the regards of the pioneers of Washington and Oregon.

These few people made a gallant attempt to occupy the beautiful region watered by the Walla Walla river, but the Indian wars of 1855 to 1858, which are treated of in another place, came on, and they were compelled to suspend their operations, though they mostly returned to them at the earliest possible date.

In the autumn of 1858 the Walla Walla country was thrown open to settlement. The campaigns of Colonel Wright had completely subjugated the Indians, and there was now no danger to the settlers. Such a beautiful region could not long escape the acquisitive eye of the adventurous Americans, and so quite a large number of families soon located on the streams that flow down from the west side of the Blue mountains, and within a year their numbers were so greatly increased that the valleys of all the streams south of Snake river had their inhabitants, and families also began to scatter over the mountain slopes. During the summer of 1859 the population so increased that the Legislature of the Territory passed an act on January 19 organizing the county of Walla Walla and appointing a board of county officers.

By this time there was a small gathering of

buildings on what was known as "Mill creek," about four miles from the old mission station of Dr. Whitman at Waiiletpu, to which the name of "Steptoeville" had been given, which was afterward changed to "Waiiletpa," and which had been selected as the county seat; but when the county commissioners came together at it in November they gave the little village the name of Walla Walla and gave to it a town government. Thus sprang into being what has proved to be the chief city of the great Walla Walla country, and which is doubtless destined to retain that distinction.

But up to 1860 nothing had occurred to call any general public attention to the country itself as an exceptionally fine location for homes, or to its remarkable agricultural capabilities. The great body of immigrants had really not seen it in their passage through the country on their way to the Willamette valley and Puget Sound, as the main emigrant road passed twenty miles to the south down the valley of the Umatilla, and through a region of more sterile aspect. In 1860, however, the discovery of gold in the mountains of Salmon river, 200 miles northeast of Walla Walla and beyond Snake river, brought a rush of adventurers, as well as of the most solid and substantial people of the whole Pacific coast, through the country. To their eyes the beauty and excellence of the country were patent, and though they passed on through it to the distant mountain El Dorado where they expected to gather untold sums of gold, yet they could not but carry its visions of beauty and verdure and restfulness with them into their rugged and self-denying toil. It is proper, as this is a most important era in the history of the now great State of Washington, that we relate somewhat circumstantially its events.

A visionary story, related by a Nez Perce Indian in the mines of California, in the ears of visionary miners who are always apt to believe the impossible and be strongly influenced by it, is said to have inspired the search that resulted in uncovering to the eyes of the world the golden

treasures locked in these pinnacled ranges. The story told by this Indian, in half-anglicized speech, was that among his native mountains far to the north, where himself and two companions were encamped at night in a dark defile, a brilliant star had blazed out upon them from the face of an opposite cliff, and on searching the place in the morning they had discovered a glittering ball that looked like glass imbedded in the solid rock. They could not remove it from its place, however, and though they believed it to be a "great medicine" they were obliged to leave it there.

This story was listened to by a man as visionary and susceptible as the Indians themselves. Dreams of Kohinoors without rival or computation floated through his mind, sleeping or waking, and under their spell he left the mines of California and became a resident of Walla Walla. He scouted through the mountains beyond Snake river, sometimes alone, and sometimes with companions, the latter searching for gold, his eyes ranging every cliff for the enriching flash of his mythical diamond.

The Nez Percés, who feared the result of these incursions of parties of white men, ordered his party out of the country and they obeyed their order. In leaving the country, however, they decided to turn to the northeast and pass out over the Lolo trail, the same traveled by Lewis and Clarke in their explorations in 1806. They procured an Indian squaw for their pilot, and passed over to the North Fork of the Clearwater river, and entered the rugged, cedared mountains beyond. In a mountain meadow embowered among the pinnacles they resolved to stop and rest for a time and let their jaded horses recruit. Pierce was still dreaming of diamonds, but the remainder of the party was searching for the baser and less poetical gold. While there Mr. W. F. Barrett went to a stream that flowed through the meadow, and with the ready appliance of a simple miner's pan tried the soil for gold, finding about 3 cents in his first panful of dirt. All were now elated with their new "prospect." Constructing a rude

"sluice" out of cedar bark, they had soon taken out about \$80 in gold, and thus certified the reality of their discovery.

Turning back from the place where their discovery was made, they returned down the Clearwater and along the great Nez Perce trail to Walla Walla. They succeeded in interesting in their purposes Mr. J. C. Smith, who had been connected with the military service and hence was known as "Sergeant Smith," who fitted out a company of fifteen and returned with them to the newly discovered mines in November, 1860. Sending their horses out of the timbered mountains to be wintered on Pat-aha creek, this company of men permitted themselves to be snowed in among the stormy heights of this most rugged chain of mountains for the winter. They built log cabins, sawed lumber with a whipsaw, and dug under the snow for gold for their winter pastime. In March Mr. Smith made his way out of the mountains on snow shoes, carrying \$800 in gold dust which they had dug from beneath the snow. This was shipped to Portland, Oregon, and the news of the discovery of "placer diggings" among the mountains of Eastern Washington soon kindled a blaze of excitement all over the coast. "Oro Fino," the name given to the new mines, was on every tongue. The counters of the stores, the bars of the hotels, the aisles of the church, the firesides of the homes were all vocal with discussions and flaming with visions of "fine gold." Thus 1860 closed up in Eastern Washington.

By the opening of 1861 the news of this discovery of gold had reached every mining camp on the Pacific coast, and individuals and small companies of men were facing from every direction toward that golden center of attraction. They were mostly prospectors, for the extent and richness of the mines had not yet become sufficiently assured to move the multitudes thitherward. These prospectors, during the summer of that year, spread over all the mountains and plains of the regions within two or three hundred miles of "Oro Fino." Between

Salmon river and the Clearwater every gulch and hillside was honey-combed with "prospect holes." Almost everywhere "the color" was found, and, as the season advanced, many "paying diggings" were located. Rhodes Creek, Elk City, and, later on, the Salmon River mines were discovered. The latter particularly were really of fabulous richness. They were located on the very summit of the Salmon River mountains, one of the most rugged parts of the great Rocky mountain system, in a singular swampy depression where some small creeks have their rise, and in a general geological formation of soft or decayed granite, which both overlaid and underlaid the "pay dirt" from which the gold was washed. These discoveries came too late in the season to permit a great influx of miners into these snowy regions in 1861, but they were not too late to be published far abroad, hued with a golden drapery of description, and to excite such a fever of adventure all over the United States as to insure a very tidal-wave of gold-seekers in 1861.

The winter of 1861-'62 was the most severe ever known on the Pacific coast. It was introduced by an autumn as singularly mild as it was singularly severe. November was as balmy as an ordinary May. Late in the month warm rains of unusual copiousness came over the valleys, while the temperature on the mountain ridges was just low enough to turn the copious waterfall to snow, which covered these ridges to a remarkable depth. The very last days of the month the temperature rose almost to summer heat, and while the rains continued to pour over the valleys the snows on the mountains were dissolved in a day, and the floods came pouring down every gorge, swelling rills into torrents and torrents into rivers. The valleys were inundated from Sacramento to British Columbia, and 1862 came in on a scene of desolation without former parallel.

With January the heat changed to cold, deep snows covered the country; the thermometer went down to zero west of the Cascade mountains and many degrees below east of them.

For three months a hyperborean winter held all the land in chains of ice. The scattered population of Eastern Washington suffered especial hardships and deprivations. Hardly one escaped impoverishment. Nearly all the stock on the ranges died. Many travelers were frozen to death on the open prairie-hills. It was not until late in March that the snow began to disappear from the hillsides. The severity and deprivation of the season are best attested by the prices that were charged and paid for food for man and beast. Flour was \$25 per cwt.; bacon, 50 cents per lb.; butter, \$1 per lb.; sugar, 50 cents; beans, 30 cents; tobacco, \$1.50, at Walla Walla, and everything else in proportion. In the mines of Salmon river these prices were multiplied by three or four.

Still these very calamities only increased the number of those who hastened into the mining regions of Eastern Washington in the spring of 1862. Men who had already lost all could lose no more by the venture of a summer in the mines. By the 1st of March, long before the ice in Columbia river would permit the resumption of navigation by the steamboats upon it, four or five thousand men from California and the Willamette valley had congregated in Portland. Before the 1st of May not less than 20,000 men were urging their way up the Columbia and over the great interior plains into the mountains of Snake and Salmon rivers. But these were not all who joined the human movement thitherward. They came from the East as well as the West. As soon as the spring advanced far enough to permit it, the tide of emigration from east of the Missouri began to sweep up the plains of the Platte river, and by late July they were straggling out the defiles of the Rocky mountains into the agricultural valleys and into the mining camps of all that region. Not less than 10,000 were in this immigration. Not a few of these people, wearied with their long journey when they reached Grand Ronde valley in Eastern Oregon, were glad to pitch their tents beside its beautiful streams, but by far the larger number fol-

lowed the lure of their golden hopes and kept on toward their dreamed-of El Dorado, and passed over the Blue mountains and northward to Oro Fino, Florence, and the other mining centers of that region.

The story of this year in its relation to Eastern Washington has in it elements of weirdness and wildness that carry us back to the centuries of the cavaliers, and revive the memories of the old gold-seekers on the plains of Mexico or in the mountains of Peru. With space and time enough an Irving might weave out of it a story as full of the witchery of romance as any that his genius ever wrought. But our sober history cannot stop to dally and play with such a romance, albeit all of it the writer saw and part of it he was. It is enough that we say that it was this wide tramp of swarming feet, this loud ringing of the pick and shovel against the flinty sides of the mountains, this rush and roar of adventure, this strange mingling of the best of the good and the worst of the bad in camp and mine, this uncouth blending of profanity and prayer, of drunken revel and peaceful piety, that had streamed into this "witches' cauldron" of human agitation in 1862, that awakened Eastern Washington out of its un-historied sleep of barbaric life and made it a commonwealth of a strangely promising civilization.

Of course the opening of the mines which brought such a vast influx of population into this region, served also to draw attention to the agricultural capabilities of the country. It was seen that it was not only a country for the gold-digger, but that it even promised more to the wheat-raiser than to the miner. So farms began to be located, towns platted, roads surveyed, schoolhouses erected, churches built, and almost in a single season rude external forms of civilization began to be developed. The town of Walla Walla, as we have seen, had been laid out in the preceding year. March of 1862 had not passed before Lewiston, at the confluence of Snake and Clearwater rivers, was laid out, and in April, Wallula, at the site of the old Hud-

son's Bay Fort Walla Walla, was located. Neither of these were mining towns, but both were centers of trade on the navigable waters of the Territory, and, besides two or three mining camps, there were the first organized towns of the vast country east of the Cascade mountains in Washington Territory.

Parenthetically it is proper to say here that the Territorial legislature of 1858 had passed an act creating Spokane county lying north of Snake river, and thus divided this vast inland empire into two county jurisdictions. Pinkney City—a name soon changed to Colville—was the county seat of Spokane. It drew little public attention at this time, as the great mining region absorbed general interest, and besides it lay far north of the general lines of travel into and through the country. Still its name and the date of its organization is a way-mark of the course of history in this region and at this time.

With the opening of this great mining region, and the impression now becoming prevalent that Eastern Washington would prove a great farming region as well, there was such an influx of population into it that it was evident it would soon overbalance the western part of the Territory politically. This fact produced antagonisms sometimes almost rising into personal enmities, and resulted finally in a movement looking to the division of territory and the organization of a new one east of the Cascade mountains. So strong did this movement become that committees were appointed in every mining district to circulate petitions requesting the Territorial legislature to memorialize Congress asking for such a measure, but the legislature refused to comply with this request. However, a bill was introduced and passed the council at the session of 1862 and '63 to submit a constitution of the State of Idaho to the people, but when it came up for action in the lower house it was defeated by the substitution of the words "the State of Washington" for the words "the State of Idaho." Defeated here, the petitioners appealed directly to Congress, and that body passed an act which

was approved March 3, 1863, organizing the Territory of Idaho out of all that part of Washington lying east of Oregon and also that part lying east of the 117th meridian of west longitude. This put nearly all the mining region of Washington, and some of the best of its agricultural lands, together with all of the great upper valley of Snake river, into the new Territory, but it still left the area of Eastern Wash-

ington much greater than that of Western. Thus, ten years after the organization of Washington Territory, the population had so increased in its intermontane region that a new Territory was required to meet the civil requirements of the people. There remained in Washington, Walla Walla, Stevens and Klickitat counties east of the Cascade mountains.



CHAPTER XXI.

TERRITORIAL HISTORY, CONTINUED.

CHANGE OF POLITICAL MORALE—CAUSES—SLOW PROGRESS—DELEGATE TO CONGRESS ELECTED—GEORGE E. COLE—LOW-WATER MARK—DEMOCRATIC LEGISLATURE—CHANGES IN POLITICAL AFFILIATIONS—CAUSES—PARTY CONVENTIONS—NOMINATIONS FOR CONGRESS—A. A. DENNY AND JAMES SITTON—MR. DENNY ELECTED—SKETCH OF HIS LIFE.

WITH the changes in territorial area recorded in the last chapter there came a change in the political morale of Washington. This was largely from the fact that the occupations and business of the people were now more homogeneous. The classes of people that gather about a mining region are unlike those that select agriculture and commerce as their modes of life. This is not saying they are worse—only they are different. Doubtless for keenness of intellect, nervous restlessness of purpose, and personal independence of action there is not a class of men in the world to be compared with those who have ranged the mining regions of California, Oregon, Washington, Idaho and Montana from 1848 to the present time. Many of them have been men of the purest morality and the broadest humanity. Of course with these have mingled many of the most reckless and hardened adventurers of the land, not a few of these, however, being men of great ability, but who, for one cause or another, had fallen into vicious and depraved methods of life. These men were, many of them, leaders in the political agitations that kept Washington in a ferment during the period of the civil war,

say from 1860 to 1866, and were almost without exception bitterly and blatantly on the side of the rebellion. In the sentiment they represented, if not in the life they lived, their ranks were strongly recruited from 1862 onward by hundreds and thousands of men from the rebel armies of the Southwest who brought with them all the bitterness which had inspired them at first to take up arms against the government, and who sought every occasion to traduce that government and insult the flag that represented it. This alliance was strong enough to control the politics of that part of Eastern Washington that included the mining country, and generally, through that, of the Territory itself. While, therefore, the organization of the counties of Idaho, Nez Perces, Shoshone, Boise and Missouli, with their population of 20,000, and their vast mineral and agricultural resources from Washington, seemed to have that Territory shorn of half its proportions and strength, it nevertheless gave it a homogeneousness of character and life that it never could have had without. In this respect its great loss was its greater gain.

With the separation of this mining region from Washington her history settled back into

the old routine of a slow and struggling growth materially. It was really a season of growth, but of that character that leaves little for the page of history. The great war was going on, from two to three thousand miles away it is true, and yet it absorbed public thought and interest, and besides it absorbed the young and vigorous manhood of the whole country, leaving little for emigration and adventure in the enticing fields of national construction. They must save a country first and build it up afterward. So our Pacific empire had to wait. But while waiting election times came regularly on. The American never forgets them.

In 1863 the Democratic convention for the Territory named George E. Cole as its candidate for delegate to Congress. Against him the Republicans put forth J. O. Rayner. These nominations indicated the unsettled and doubtful condition of politics in the Territory. Both parties passed by their leaders and selected candidates comparatively little known, and but slightly identified with either the history or the prosperity of the Territory. At this time many of the ablest men of the Territory were halting between two opinions. Under the long Democratic rule in the nation that preceded the election of Mr. Lincoln they had come to the Territory as Democratic office-holders, and the traditions of their old faith were strong upon them still. The issues of the war were yet in doubt, and so they were in doubt also. Under this atmosphere of uncertainty the nominations of the two conventions were made. When the count was had it was found that Mr. Cole was elected by a small majority. The aggregate of the vote showed that the voters numbered over 400 less than two years before in the same counties that voted then,—an indication of the great draft that the mining exodus had made on the population of the Puget Sound and Columbia river regions. It is interesting to note that King county, where Seattle is situated, now for several years the strongest in the State, polled but 173 votes, while Walla Walla polled 590, which was the largest of any county.

Spokane gave but ninety, and one, Wabkiakum, but twelve. The entire vote of the Territory was 3,233. This date was doubtless near the low-water mark of the prosperity of Washington Territory.

The separation of Idaho from Washington left the legislative assembly with but seven councilmen and twenty-four assemblymen. Its color was Democratic, but at the same time not of the "most straightest sect," for it required more than half a month for it to complete its organization, which it finally did by the election of Democratic officers.

There was little in course of legislation during this session that requires special mention. Indeed, with a population remaining in the Territory of less than 13,000, and they hard-handed toilers in the forests and fields of a region large enough for as many hundreds of thousands, it could not be expected that there would be. No great enterprise could be undertaken, for there was no wealth to carry them forward. The people were rich, it is true, but it was in the possession of a great though undeveloped country, of a salubrious and healthful climate, and of an unbounded faith in the future. So still their service was that of waiting.

Nor was much attempted by Congress for the small Territory lying against the Western sea. The resources of the whole land were taxed to their utmost to "keep the jewel of liberty in the family of freedom," and not much could be done for those whose claims were in their poverty and indigence mostly, and especially when their sympathy with the struggles of the nation had been so doubtfully expressed as had been the case in the last election. With the exception therefore of the *pro forma* legislation necessary to keep the government of the Territory going nothing was done in or for the Territory by Congressional action. And so the two years of the Congressional career of Mr. Cole passed away and the time for a new election came round.

Politically the two years had wrought a great change in Washington; the result of the now nearing issue of the civil war. The beginning of the end of the great struggle was clearly in view. The effect of this was very obvious among a certain class of politicians whose whereabouts politically no weather-vane could determine up to this time. Now that the cause of the Union was clearly in the ascendant they began to see that duty lay in the way the flags were pointing. So they hastened for pelf where the common people had gone for principle. Under such conditions the conventions of the two parties came on.

The Republican convention named as its nominee for Congress A. A. Denny, of Seattle, while the Democrats named James Titton, of Olympia.

In many respects these contestants were well matched, and well represented the elements in the conflict. There was no doubt as to their political sentiments. One represented republicanism, the other democracy pure and simple. What these taught and fought for they embodied. And so the issue was joined at the polls. The result of it was that Mr. Denny secured the election by a majority of 1,138 in a total ballot of 3,564.

Mr. Denny was, par excellence, a pioneer, and while being entitled to special consideration as such, this election lifted him into a more general relation to the history of the Territory than many of the pioneers were fortunate enough to secure. Hence this is as good a place as any to give our readers an account of that part of the history of Washington Territory that was embodied and exemplified in his life; for the best part of history is the story of the life of the men who make history; and no man in the State is better entitled than he to the distinction of being a history-maker.

The Dennys are a very ancient family of England, Ireland and Scotland. The present branch traces its ancestry from Ireland to America through great-grandparents, David and Margaret Denny, who settled in Berks county,

Pennsylvania, previous to the Revolutionary war. There Robert Denny, the grandfather of our subject, was born in 1753. In early life he removed to Frederick county, Virginia, where in 1778 he married Rachel Thomas; and about 1790 removed to and settled in Mercer county, Kentucky. There John Denny, the father of our subject, was born, May 4, 1793, and was married August 25, 1814, to Sarah Wilson, daughter of Bassel and Ann (Scott) Wilson, who was born in the old town of Bladensburg, near Washington city, February 3, 1797. Her parents came to America at an early day. The maternal and paternal grandfathers of our subject served in the Revolutionary war. The former belonged to Washington's command at the time of General Braddock's defeat. John Denny was a soldier of the war of 1812, being in Colonel Richard M. Johnson's regiment of Kentucky volunteers. He was also an ensign in Captain McFee's company, and was with General Harrison at the battle of the Thames, when Proctor was defeated and the noted Tecumseh was killed. He was a member of the Illinois Legislature in 1840 and '41, with Lincoln, Yates, Bates and others, who afterward became renowned in national affairs. In politics, he was first a Whig and afterward a Republican. For many years he was a Justice of the Peace, and it was his custom to induce litigants, if possible, to settle without resorting to law. He died July 28, 1875, in his eighty-third year. His wife died March 25, 1841, in her forty-fifth year. "For her," says her son, "I had the greatest reverence, and, as I now look back and contemplate her character, it seems to me that she was as near perfect as it is possible to find any in this world."

About 1816, John Denny and his wife removed to Washington county, Indiana, and settled near Salem, where Arthur, the subject of this sketch, was born June 20, 1822. One year later they removed to Putnam county, six miles east of Greencastle, where they remained twelve years, and from there went to Knox county, Illinois. Speaking of his boyhood, Mr. Denny says;

"My education began in the log schoolhouse so familiar to the early settler in the West. The teachers were paid by subscription, so much per pupil, and the schools rarely lasted more than half the year, and often but three months. Among the earliest of my recollections is that of my father's hewing out a farm in the beech woods of Indiana; and I well remember that the first school I attended was two and a half miles from my home. When I became older it was often necessary for me to attend to home duties half of the day before going to school, a mile distant; but by close application I was able to keep up with my class. My opportunities to some extent improved as time advanced. I spent my vacations with an older brother at carpenter and joiner work to obtain the means to pay my expenses during term time."

Mr. Denny was married November 23, 1843, to Mary Ann Boren, to whom he feels indebted for any success he has achieved in life. Of her he says: "She has been kind and indulgent to all my faults, and in cases of doubt and difficulty in the long voyage we have made together she has always been, without the least disposition to dictate, a safe and prudent adviser."

In 1843 Mr. Denny was elected County Surveyor of Knox county, and after serving eight years resigned to come to the Pacific coast. On April 10, 1851, he started with his family across the plains, reached The Dalles August 11, arrived in Portland August 22, and on the 5th of November sailed for Puget Sound on the schooner *Exact*, arriving at their destination on Elliott's Bay November 13, 1851. The place where they landed they called Alki Point, at that time as wild a spot as any on earth. They were landed in the ship's boat when the tide was well out; and, while the men of the party were all busily engaged in removing their goods to a point above high tide, the women and children crawled into the brush, made a fire and spread a cloth to shelter them from the rain. In speaking of their landing here, Mr. Denny says:

"When the goods were secured I went to look after the women and found on my approach

that their faces were concealed. On a closer inspection, I discovered that they were in tears, having already discerned the gravity of the situation; but I did not for some time discover that I had gone too far; in fact, it was not until I became aware that my wife and helpless children were exposed to the murderous attacks of hostile savages that it dawned upon me that I had made a desperate venture. My motto in life has been 'Never go backward;' and, in fact, if I had wished to retrace my steps it was about as nearly impossible to do so as if I had taken the bridge up behind me. I had brought my family from a good home, surrounded with comforts and luxuries, and landed them in a wilderness; and I do not now think it was at all strange that a woman, who had, without complaint, endured all the dangers and hardships of a trip across the plains, should be found shedding tears when contemplating the hard prospects then so plainly in view. Now, in looking back to the experience of those times, it seems to me that it is not boasting to say that it required quite an amount of energy and some little courage to contend with and overcome the difficulties and dangers we had to meet. For myself, I was for several weeks after landing so thoroughly occupied in building a cabin to shelter my family from the winter that I had not much time to think of the future." About the time their houses were completed, the little settlement was fortunately visited by Captain Daniel S. Howard, of the brig *Loenesa*, seeking a cargo of piles, which they had contracted to furnish. This gave them profitable employment, and although the labor was severe, as they did it mostly without teams, they were cheered on with the thought that they were providing food for their families.

In February, 1852, in company with William N. Bell and C. D. Boren, they made soundings of Elliott's Bay along the eastern shore and toward the foot of the tide flats to determine the character of the harbor, using for that purpose a clothes-line and a bunch of horse-shoes. After the survey of the harbor they next examined the land and timber around the bay, and

after three days of careful investigation they located claims, with a view of lumbering, and ultimately laying off a town. Mr. Denny came to this coast impressed with the belief that a railroad would be built across the continent to some point on the northern coast within the next fifteen or twenty years, and located on the Sound with that expectation. He believed that Oregon would receive large annual accessions to its population, but in this he was mistaken, mainly because of the opening of Kansas to settlement. The bitter contest which arose there over the slavery question had the effect to attract and absorb the moving population to such an extent that very few, for several years, found their way through these territories; and a large portion of those who did pass through were gold-seekers bound for California. Then came the Indian war which well nigh depopulated Washington Territory. This was followed by the great rebellion, all of which retarded the growth of the Territory, and for a long time prevented the construction of the railroad upon which he had based large hopes.

In the spring of 1852, when they were ready to move upon their claim, they had the experience of the fall over again in building new cabins in which to live. After the houses were built, they commenced getting out piles and hewn timbers for the San Francisco market, with an occasional cargo for the Sandwich Islands. Vessels in the lumber trade all carried a stock of general merchandise, and from them they obtained their supplies. The captains sold from their vessels while taking in cargo, and, upon leaving, turned over the remainder to Mr. Denny to sell on commission. On one occasion his commission business involved him in a serious difficulty. In reference to it, he says:

"The captain of one of the vessels, with whom I usually dealt, carried a stock of liquors, but he knew that I did not deal in spirits, and disposed of that part of the cargo himself or kept it on board. On one occasion, as he was ready for the voyage from San Francisco, with his usual stock, something prevented him from

making the voyage himself, and he put a young friend of his, just out from Maine, in command. When they came to the whisky, the young captain said, 'What am I to do with that? I will not sell it.' 'Well,' he replied, 'take it up to my agent, Mr. Denny, and if he will not dispose of it turn it over to a friend of mine at Alki Point, who is in the trade.' The vessel arrived and the new captain came on shore with a letter, explaining the situation. I told him, 'All right, Captain; take it to Alki. I have no use for it.' In due time the cargo was completed and the captain came on shore and informed me that the man at Alki had on hand a full stock of his own, and would not take the stuff, and he would throw it overboard if I did not take it out of his way. My obligation to the owner would in no way justify me in permitting so rash an act, and I told the captain to send it on shore with the goods he was to leave, and have his men roll it up to the house, and I would take care of it until the owner came. I was cramped for room, but I found places to store it under beds and in safe corners about my cabin. It was a hard kind of goods to hold on to in those days, but there was never a drop of it escaped until the owner came and removed it to Steilacoom."

Mr. Denny continued in the commission business until the fall of 1854, when he entered into co-partnership with Dexter Horton and David Phillips in a general merchandise business, under the firm name of A. A. Denny & Co. Their capital was very limited. It would hardly purchase a truck-load of goods now, but for the time, in a small one-story frame building, on the corner of Commercial and Washington streets, —afterward occupied by the bank of Dexter Horton & Co.,—they did the leading business of the town. When the Indian war came on in 1855, the firm dissolved and Mr. Denny went into the volunteer service for six months. He served as County Commissioner of Thurston county, Oregon, when that county covered all the territory north of Lewis county, and when Pierce, King, Island and Jefferson counties

were formed by the Oregon Legislature he was appointed a Commissioner of King county. In 1853 he was appointed Postmaster, and received the first United States mail in Seattle, August 27, 1853. On the organization of Washington Territory, he was elected to the House, and continued a member of either the House of Representatives or of the Council for nine consecutive sessions. He was Speaker of the House the third session. He was Registrar of the United States Land Office at Olympia from 1861 to 1865, when he was elected Territorial Delegate to the Thirty-ninth Congress. In 1870 his old friends and business partners, David Phillips and Dexter Horton, founded the bank of Phillips, Horton & Co., and at the death of Mr. Phillips, March 6, 1872, Mr. Horton, although alone in business, adopted the firm name of Dexter Horton & Co. Mr. Denny entered the bank at this time as executor of the Phillips estate, and, after closing the affairs of the estate, he took a half interest in the bank, under the existing firm name, which Mr. Horton offered to change at the time; but, being fully satisfied with the name, Mr. Denny declined to allow the change. He has been identified with the for-

tunes and interests of Seattle from the day of its founding, and during the active period of his life it was his earnest endeavor to promote and protect those interests to the best of his ability. After reviewing his life, he adds:

"My work is practically over. If it has been done in a way to entitle me to any credit I do not feel that it becomes me to claim it. Should the reverse be true, then I trust that the mantle of charity may protect me from the too harsh judgment and criticism of those now on the active list, and that I may be permitted to pass into a peaceful obscurity with the hope that their efforts may be more successful than mine."

Thus modestly does the founder of a great and prosperous city refer to his personal career, which is emblematic of honesty and integrity and all there is in life worthy of emulation. His wife, the joy and comfort of his pioneer life, is still the companion of his prosperity. They have four sons and two daughters, all of whom reside in the city which is so closely associated with the manly virtues of strength, enterprise and courage of their father, and the womanly graces and fortitude of their mother.



CHAPTER XXII.

TERRITORIAL HISTORY, CONTINUED.

ELECTION OF 1867—FRANK CLARK AND ALVAN FLANDERS—INCREASE OF VOTES—MOORE APPOINTED GOVERNOR—E. L. SMITH—RETURNING PROSPERITY—LEGISLATION SOUGHT—NAVIGATION AND RAILROAD COMPANIES—ALASKA—DECAY OF INDIANS—POLITICAL CHANGES—SKETCH OF JUDGE DENNISON.

DURING the Congressional term of Mr. Denny the reconstruction measures that followed the close of the war were pending in Congress, involving the serious differences between President Johnson and the party that had elevated him to power. Little could be attempted and even less accomplished for the Territory in the disturbed condition of the public mind. Mr. Denny was faithful to his

trust but beyond the usual appropriations for the conduct of the Territorial government there was little to show for what was done. When the election of 1867 occurred both parties put forth new candidates, the Democrats nominating Frank Clark of Steilacoom, and the Republicans Alvan Flanders of Wallula. Mr. Clark was a very representative Democrat. He was a pioneer of the Territory, and had been fully

identified with its interests since 1852. On these accounts he was undoubtedly the strongest candidate his party could have named. Mr. Flanders had been a resident of the Territory only four years, was little known, and therefore there was nothing in his nomination to inspire the party he represented to activity. The result was that Mr. Flanders received in 1867 only seventeen more votes than did Mr. Denny, the Republican candidate, in 1865, and Mr. Clark received 1,059 more votes than did Mr. Tilton in 1865 and came within less than a hundred votes of an election. In two years the vote of the Territory had increased 1,076, over thirty per cent, showing that a large immigration had entered its borders during that period.

Politically, the period through which the Territory was now passing was one of turmoil. Though the Republican party was undoubtedly in the majority, yet there were divisions in its ranks arising out of the defection of President Johnson who removed Mr. Pickering from the Governorship and appointed in his place George E. Cole, late Democratic delegate to Congress, who hastened to the capital and assumed the duties of that office before the Senate had acted on his nomination. That body declined to confirm his nomination, and after the brief rule of two months he laid aside his "little brief authority." Finally, after several nominations had been rejected by the Senate, Marshal F. Moore was appointed and confirmed. Meantime Mr. E. L. Smith of California had been appointed secretary, and, arriving at Olympia in June, assumed the duties of acting governor until the arrival of Moore but a short time before the assembling of the legislative assembly. Both Mr. Moore and Mr. Smith were well received at the capital and made an excellent impression on the people of the Territory. Mr. Moore, who was a native of Binghamton, New York, had served through the war with great credit and gallantry, and came out of it bearing the rank of brevet major-general. He was a gentleman of great suavity of manner, thoroughly devoted to his duties and conscien-

tious and intelligent in the discharge of them, Mr. Smith, originally from Illinois, had spent some years in California, where he had been a popular member of the legislature, and though he came to the Territory almost entirely unknown to its people he easily won their confidence and regard. Thus, although the administration of Mr. Moore began under circumstances of political unrest, it really proved a most satisfactory one to the Territory.

Soon after Mr. Moore's arrival the legislature convened and the new executive delivered his message, most elaborately and intelligently discussing the interests of the Territory. It was a document not only of much ability but of great practical utility, and at once gave the new governor a high standing as a citizen as well as great credit as an officer.

Washington had now evidently entered a season of prosperity. In two years, as evidenced by the vote of the late election, there had been a large increase in its population and commercial and mining interests had appreciably advanced. A tone of assurance and a spirit of hope for the future were apparent in all departments of life and business.

In legislation little now was needed or attempted. Some efforts were made to cure the evils resulting to the Territory from the crude and unsatisfactory manner of Territorial government under the practice of Congress and the national executive, and a slight relief was obtained. The practice of making the Territorial offices rewards to broken down or superannuated politicians from the East who claimed pay for partizan services not always honorable or high-minded, and received it thus at the expense of the pioneers of the Territories, was one to be strongly condemned. The legislature attempted to cure this evil, and Congress made a partial response to its petitions and memorials by the enactment of rules holding appointees to more rigid responsibility on penalty of loss of pay when absent from their posts of duty, a provision that would touch the average office-holder in a most tender point.

At this period the growing importance of the Territory was evidenced by the organization of navigation and railroad companies contemplating the opening of channels of commerce and travel on the rivers, as well as by land, southward and eastward from Puget Sound. One, called the Puget Sound & Columbia River Railroad Company, of which Mr. S. W. Brown, of Vancouver, was president, expended considerable money, and by publications in the press and the sending of an agent to Washington to cooperate with Mr. Alvan Flanders, who was then delegate in Congress, to procure favorable legislation, first drew the attention of the Northern Pacific Company to the line between the Columbia and Puget Sound, where it, a little later, built its first division on the Pacific coast. This company actually entered into contract with Mr. Ben Holaday for the construction of this line from Vancouver to Stielacoom, near the present city of Tacoma, and bonds at the rate of \$25,000 per mile were printed to carry out the project. Mr. Holaday was then railroad king of the North Pacific coast, and for a time the prospect of building the road was very bright; but Holaday's failure some time later destroyed that prospect, and meantime the Northern Pacific stepped into the opening this company had made, and obtained from Congress an extension of its right of way and grant of land over this most important link that its managers had unaccountably overlooked up to this time.

Another incident of historic significance to the Territory occurred at this time. Mr. Seward, as secretary of State, purchased Alaska from Russia, and thus extended the domain of the United States far to the north and west of Washington. This really put Washington central to the possession of the United States on the Pacific, and greatly stimulated commercial enterprise on Puget Sound and the Columbia river, and indeed all over the northwest.

Such a change had occurred in the internal condition of the Territory, especially west of the Cascade mountains, that in 1868, the Government through the war department, abandoned

Fort Steilacoom, and disposed of the buildings at Gray's Harbor and Chehalis which had been abandoned some years before. This indicated what had really almost eluded the observation of the people themselves, namely, that the Indians of that region had so nearly passed away that there was no longer any danger of an Indian war. A few weak and ragged remnants of the once strong tribes that swarmed around this inland sea yet lingered here and there, poor, filthy, degraded, a prey to the vices that they had learned from abandoned white men, with scarcely a remnant of the fabled dignity and nobleness and bravery of which writers have spoken remaining to cover the hideous nakedness of their wretchedness and decay. It may be confessed, however, that this writer believes that much of what was thus ascribed to them aforesaid was "fabled" only; still it was sad to contemplate them now in their few shivering bivouacs when winter storms were dark about them, or in the unclad beggary of their want as they sought scant food at the back doors of the dwellings of the race whose coming had consumed their people. Still who shall say that it were not better that the steamer and the plow and the rail car should take the place of the canoe and the hunter's trail? And if this should be then they must perish, for no pagan tribe as such ever built a mile of railway, or launched a single steamer on any sea. It was the providence of progress; and though we might feel the pain of sympathy for that which dies that higher creations may live, we must still feel that the providence of this law of universal growth is right. Thus these people were passing away, and thus they have ministered to the incoming of a displacing civilization. But we may not linger on such moralizations.

There were many political agitations, arising largely out of personal rivalries among office-holders, during this period of our history, but it would not repay the reader if we should recite them. The machinations of the agitators were mainly directed against the district judges, or rather against some of them, and the purpose

was openly proclaimed to force their removal. This purpose finally succeeded, and soon after Grant came to the presidency he completely changed the personnel of the judiciary, appointing B. F. Dennison chief justice, with Orange Jacobs and J. K. Kennedy associates. These men were all old citizens of the Territory, able lawyers, and their appointment gave great satisfaction to the Territory. They displaced Hewitt and Wyche and Darwin. In a couple of years Jacobs succeeded Dennison as chief justice, and J. R. Lewis succeeded Kennedy as associate. Lewis was transferred from a term of service on the bench in Idaho to Washington, and came into the State with a record of ability and incorruptibility that gave him great favor with his new constituency.

As we are illustrating the course of our history with reminiscences of the life of the leading builders of the State, whose story we are relating, we will now turn aside from the ordinary flow of the story and introduce to our readers Hon. B. F. Dennison, who, as they have seen, has just closed his term as chief justice of the Territory.

BENJAMIN F. DENNISON, now a resident of Olympia, was one of the Argonauts of California. He was born in Burke, Caledonia county, Vermont, in 1820. His father, Dr. George W. Dennison, was a native of Connecticut, where he was educated in sciences and medicine; then settled in Vermont, married Miss Emeley Jenks of that State, and there lived, devoting his time to his profession. He was quite active in politics, and for a number of years served as County Judge. He was fitted for college at the Newbury Methodist University, and graduated in 1845 from Dartmouth College at Hanover, New Hampshire. During the "Tippecanoe campaign" in 1840, though not old enough to vote, he was an active member of the Whig political club of his college, and was a participant in the county and State demonstrations, listening to the speeches of Webster, Choate, Johnson and other great orators of that period. After his graduation he

went to Akron, Ohio, and engaged in the reading of law, which he continued at Cleveland in the office of Reuben Wood, who was subsequently elected Supreme Judge and Governor of the State, and was admitted to practice in the court of common pleas and in the supreme court in 1848. He then opened an office for the purpose of practicing, but with the discovery of gold in California, and imbued with the spirit of adventure, he joined a company of seven young men who proceeded to Louisville, Kentucky, and purchased a prairie outfit with mule teams, and in the spring of 1849 started across the plains for California. Being inexperienced in prairie travel their progress was fraught with many dangers and adventures. Their teams soon became jaded from too rapid driving, and by making haste in the start their arrival in California was delayed. They were chased by wild Indians, and saved from massacre only by reaching a camp of emigrants. About 500 miles out from Sacramento they were overpowered in the night, robbed of their mules and left almost destitute. They then made small packs of supplies, and each with one blanket set forth on foot. The Digger Indians gave them much trouble at night, and though caught in the mountains in snow, they dare not make fires for fear of Indians. With scanty supplies of food or clothing, they were miserable indeed. Their food ultimately gave out and for three days they lived on sugar and water alone. Six months were consumed in this weary journey, and they arrived in the Sacramento valley in a half-starved condition, with only their clothes upon their backs—financially "dead broke"—even pawning a revolver for a square meal.

Mr. Dennison began mining upon the south fork of American river, but soon contracted fever and ague and became unfit for labor. He then went to Sacramento, and after recuperating presented a letter of credit which he brought from New York city, drawn upon Messrs. Simmons & Hutchinson, merchants of that city. After describing his condition and circumstan-

ces Mr. Hutchinson gave him \$50 and an order for a bill of goods, which he advised him to take to Marysville and sell, that being a central point for miners. He followed this advice, and with about \$200 worth of sugar, bacon and camp supplies he hired a boat and two men to take him to that place. Accomplishing his journey, his stock was quickly exhausted at 100 per cent. net profit, and he thus raised his first "stake." Returning to Sacramento and paying his bills, he then went to San Jose for his health, and after gaining a little strength he hired two Indians and went to the Mariposa mines, where he was quite successful, though unable to do anything himself. After about two months he went to Los Angeles, then a city of adobe houses and vineyards. He engaged in the practice of law, was elected one of three county judges, and also engaged in the wholesale grocery and hardware business, under firm name of Childs, Hicks & Dennison, and continued business for two years, realizing very large profits. He then sold out and by private carriage drove north with a view of returning to Ohio, but upon arriving at Stockton and learning that cholera was very fatal upon the Isthmus, he changed his plans and sailed for the Sandwich Islands, taking with him a quantity of California saddles, bridles, etc., for sale. These sold rapidly in the market of Honolulu, paying a very handsome profit, and affording him a considerable amount of ready cash. About this time the whaling vessels were entering that port, and the officers were anxious to sell drafts upon their employers in the East, allowing very generous discounts for cash. These opportunities Judge Dennison improved, and returning to San Francisco sold his drafts at a premium, thus converting his pleasure trip to one of considerable profit. Judge Dennison then located in Monterey and resumed the practice of his profession in the courts of that city, Santa Cruz and San Jose. In 1858 he came to Puget Sound and located at Whatcom, which was then a settlement of 3,000 people living in tents, awaiting the opening of a trail to the

Fraser river mines. The road was subsequently decided impracticable and the people dispersed, many going to Victoria and advancing by water. The Judge opened his office and engaged in practice, meeting, among others, Mike Simmons, the old Indian agent; E. C. Fitzhugh, who was subsequently appointed district judge of Washington Territory; and Colonel B. F. Shaw, now of Vancouver. With the scattering of the miners Whatcom became very quiet, and Judge Dennison removed to Port Townsend and established a home and continued his profession. In 1868 he was appointed Territorial Associate Justice, and in 1869 Territorial Chief Justice by President U. S. Grant, but after one year resigned to follow his large and lucrative practice as attorney for the representative mill companies then located upon the Sound. About 1870 the Judge moved to Olympia, subsequently to Portland, Oregon, in partnership with Governor A. C. Gibbs for two years, and then to Vancouver, Washington, where he followed a general practice to 1889. While at Portland he married Miss Hattie Menefee, a native of Iowa, who was appointed Postmistress at Vancouver by President Arthur, and discharged the duties of that office for five years. In 1889 the Judge returned to Olympia, and has since devoted his time to cases in the Federal and supreme courts, through which he has carried many intricate and complex cases to a successful termination. The first suit ever brought in the Territory to establish the right of dower was brought by Judge Dennison before Judge William Strong in behalf of Mrs. Eby, widow of Colonel Eby, collector of customs, who was massacred upon Whidby Island by the Northern Indians. The Judge defended the widow's rights and established her claim, and that decision has since stood upon the statute books, never having been called in question. Commencing his political life as a Whig, Judge Dennison then joined the Republican party, and has continued one of its most earnest and faithful adherents. He has served two terms in the Territorial Legislature, one term as President of

the Council, and once in the lower house. Thus briefly have we attempted to portray the life of one of Washington's most able jurists, who has passed through all the phases of pioneer life socially and professionally, attending courts held in tents, without law book or brief in court, the judge upon the bench being armed with

bowie knife and derringer. Yet upon this foundation has been established a legal superstructure and a State, upon which Mr. Dennison has impressed himself most strongly, and which will more and more celebrate the work of himself and others like him as the years roll on.



CHAPTER XXIII.

TERRITORIAL HISTORY, CONTINUED:

ALVAN FANDERS, GOVERNOR—MOORE AND GARFIELDE RUN FOR CONGRESS—CHARACTER OF THE CANDIDATES—RESULT OF ELECTION—GARFIELDE AND McFADDEN, CANDIDATES—McFADDEN ELECTED—CHANGES IN THE GOVERNSHIP—GROWTH OF POPULATION—SHARPSTEIN AND JACOBS, CANDIDATES—SKETCH OF SHARPSTEIN—SKETCH OF JACOBS—JACOBS ELECTED—RE-ELECTED—THOMAS H. BRENTS DELEGATE—C. S. VOORHEES SUCCEEDS HIM—J. B. ALLEN—GOVERNOR FERRY—GOVERNOR NEWELL—GOVERNOR SQUIRE—CHINESE AGITATION—FERRY'S REPORTS—GOVERNOR SEMPLE—WOMAN SUFFRAGE—GOVERNOR M. C. MOORE.

WITH the changes in the Federal office-holders in the Territory noted in the last chapter came the appointment of Alvan Flanders, late delegate in Congress, to the office of Governor. This was a surprise, as it was understood that he would again be a candidate for the delegateship; but doubtless some political necessities ruled the hour incident to the hopes and aspirations of other men. Moore had served as governor with such an intelligent devotion to the interests of the Territory that the people generally were not gratified by his displacement. In the other changes that were made Elisha P. Ferry was appointed surveyor general and Hazard Stevens, son of General I. I. Stevens, collector of internal revenue, with Leander Holmes United States district attorney.

It was the logical outcome of these changes that ex-Governor Moore should become the candidate of the Democratic party for delegate to Congress, and accordingly he was nominated for that place, though his was a remarkably conservative Democracy. The Republicans named against him Salucius Garfielde. Mr. Garfielde had been the candidate of the Union Democracy

for the same position in 1861, but was defeated by W. H. Wallace, Republican, because Edward Lander, an ultra Democrat, divided the Democratic vote with him. As the war progressed Mr. Garfielde had become a Republican, and had given a very cordial and earnest support to both Mr. Denny and Mr. Flanders.

As an orator Mr. Garfielde had no equal in the Territory, and few indeed anywhere. He was a cousin of General James A. Garfield, afterward President of the United States, who at this time was winning his great reputation as an orator and statesman in the House of Representatives. Mr. Salucius Garfielde had practiced law with success all over the Territory, had repeatedly canvassed it in behalf of other men for the position which he now sought, and was as well known all over it as any other man.

It was seen from the beginning that the struggle would be a close and a hard one. Mr. Moore was not an orator, but he had an easy way to the hearts and confidence of the people. His patriotism was undoubted. He had proved it on many a battle-field, and bore most conclusive evidence of it in the wounds from which he

constantly suffered received at Missionary Ridge and at Jonesboro. The canvass therefore was a most animated one, and at its conclusion Mr. Garfielde was returned to Congress only by the narrow margin of 147 votes.

By a change in the time for holding the election the Territory was called upon to elect a delegate to Congress in 1870. Mr. Garfielde was again the candidate of the Republicans, and J. D. Mix, of Walla Walla, of the Democrats. At this election Garfielde was chosen by nearly 600 majority. In 1872 he was the Republican candidate again, but was defeated by Judge O. B. McFadden, Democratic candidate, by over 700 votes. This retired Mr. Garfielde from popular office in Washington Territory, although he held, for a time, the office of collector of customs in the district of Puget Sound, to which he was appointed by President Grant in 1873. Perhaps the justice of history requires us to say that Mr. Garfielde failed to secure that influence in legislation, and that respect for the Territory that he represented in Congress that his abilities as an orator entitled his constituency to expect. Mr. McFadden was unfitted by illness for the arduous duties of his office, and so little was accomplished for the Territory during the Congressional terms covered by these paragraphs. It is right, however, that we say that the position of a Territorial delegate does not carry with it much of influence beyond that of the man personally who holds it, as it gives him no vote nor position other than of political mendicant asking for alms,—a mortifying and unjust position in which to place any nominal representative of any American commonwealth.

Alvan Flanders was displaced from the governorship before he had served a year, and Edward S. Salomon, of Illinois, was appointed in his place. He was a German Jew, who had distinguished himself in the war of the rebellion. In about two years he was succeeded by Elisha P. Ferry, who held the office eight years, when he was followed by William A. Newell, of New Jersey, who retained the office four years.

There was little in the external or internal

history of the Territory during this time to call for special notice. The common subjects of legislation occupied the attention of the successive legislative assemblies. There was a steady growth of population. The vote of the Territory rose from 6,357 in 1870 to 15,823 in 1880, showing that the population had considerably more than doubled in a decade. Every material interest had kept full pace with the growth of the population, and Washington entered its last decade of Territorial existence with the surest prospects of soon realizing that for which its pioneers had toiled and waited for so many years. But we must not anticipate.

With the expiration of the Congressional term of Mr. McFadden the Democratic convention of the Territory offered him a renomination, but he was sick in Pennsylvania and declined that honor, when B. L. Sharpstine, of Walla Walla, was named. As his competitor the Republicans named Orange Jacobs, of Seattle, then chief justice of the Territory. In all ways these were representative men. In an unusual degree they had impressed themselves on the best history of the Territory, and as illustrating the better character of the people who have built up the feeble colony whose history we have so far traced into the magnificent State that gems the northwestern sky of our glorious Union, we introduce a more extended notice of them both in this place.

Judge B. L. Sharpstine was born in Steuben county, New York, October 22, 1827, and was the second son of Luther and Abigail Sharpstine, natives also of that State. When he was but six years of age his parents removed to Michigan, and he in 1846 to Wisconsin. He was reared on a farm. After reaching a suitable age he began the study of law, and was admitted to practice in 1852. Mr. Sharpstine followed his profession in Wisconsin until 1865, and in that year came to the then Territory of Washington, locating in Walla Walla, where he has built up a large law practice.

Mr. Sharpstine has resided in the Territories of Michigan, Wisconsin and Washington, an



O. Jacobs

has witnessed their admission to the Union. He was elected a member of the Washington Legislature, on the Democratic ticket, in 1866-'67, also in 1879-'80 and 1886, by a large majority, although his county was largely Republican. Mr. Sharpstine was a member of the constitutional convention which convened August 22, 1869, and received the nomination for Congress in 1874. He made a thorough canvass of his district, which was largely Republican, and received a majority in his own county of 292 votes, his opponent being the Hon. Orange Jacobs, then chief justice of the Territory. In 1879 he was a candidate for Supreme Judge, on the Democratic ticket, received 25,468 votes, running ahead of his ticket about 2,000 votes, but the entire ticket was defeated. In 1890 he was appointed by Governor Ferry a member of the Board of Tide Lands Commissioners, and was made chairman of that body for three years. The Judge has held the office of School Director of Walla Walla for about twenty-five years, and had also filled the same office in Wisconsin.

In 1854, he was united in marriage with Miss Sarah J. Park, a native of New York, but afterward a resident of Wisconsin. The Judge has had five children, namely: J. L., engaged in the practice of law with his father; Ada E.; Arthur P. and Frank B., lawyers; and Charles M. Judge Sharpstine affiliates with the Masonic fraternity, being a thirty-second degree Mason. He has served as Master of the blue lodge and also as Senior and Junior Warden of the Grand Lodge of Washington.

These positions indicate the esteem in which B. L. Sharpstine has always been held among those best acquainted with him, and so most able to weigh his merits.

Judge Orange Jacobs was born in Livingston county, New York, May 2, 1829.

His parents, Hiram and Phoebe (Jenkins) Jacobs, were natives of Vermont and New York respectively. In 1831 they removed to the frontier of Michigan, where Mr. Jacobs engaged in farming upon an extensive scale, purchasing 1,600 acres of land, and was also interested in

the stock business. Subsequently he engaged in the mercantile business, which he followed the rest of his life, dying in 1887, at the ripe old age of eighty-six years.

Orange Jacobs was educated at the Methodist seminary at Albion, Michigan, and the State University at Ann Arbor; but, on account of failing health, was obliged to leave college before graduation. After a period of rest and recreation, he commenced the study of law with John B. Howe, of Lima, Indiana, and was admitted to the bar in Indiana and Michigan in 1851. He then began the practice of law at Sturgis, Michigan. About this time, continued ill health, and the urgent solicitation of his father to visit the Pacific coast (his father having been to California), coupled with the fact that the migratory spirit was very strong in the spring of 1852, he was induced to come West. He joined an emigrant train of about fifty people and crossed the plains to Oregon. Being somewhat of a leader among men, Mr. Jacobs was elected captain of the train. Their number being small and the Indians numerous, the greatest vigilance was required to preserve their lives. Soon after crossing the Platte river, two emigrants were killed in an engagement; also several Indians. This aroused the wrath of the Indians, and at Shell Creek an ambuscade was made to massacre the entire party; but, by tact and boldness on the part of the whites, two Indian chieftains were captured in a "parley" and held as hostage during one night, and in the morning were well fed, presented with a beef animal and released, and no further trouble was experienced. They came in by The Dalles, thence across the Cascade mountains by the Barlow trail, and arrived at Oregon City about four months from the date of their departure.

Upon his arrival here, Judge Jacobs went to the Waldo Hills in Marion county and engaged in teaching school, which he successfully continued during the winter months until 1857, spending his summers in exploring the county. In the fall of 1857 he went to the Rogue River valley and taught school one year. Next, he

engaged in the practice of law at Phoenix. In 1860 he moved to Jacksonville and took charge of the Oregon Sentinel, the leading newspaper of southern Oregon. He was induced to do this as the editor and two-thirds of the population of Jackson county were secessionists, and the Union people desired a Republican paper. Mr. Jacobs took up the work, and carried it forward in the most loyal and patriotic manner. Although he became one of the marked men by the "Knights of the Golden Circle" and his life was frequently threatened, still he continued the paper until the close of the war. He was then offered a very flattering position on the Sacramento Union, which, however, he declined, thinking it better to stick to the practice of his profession, which he conducted at Jacksonville up to 1869.

In 1869 Mr. Jacobs was appointed Associate Justice of the Supreme Court of Washington Territory, and removed to Seattle for permanent settlement, arriving in July. In January, 1871, without distinction of politics, he was unanimously recommended by the Territorial Legislature as Chief Justice of the Territory, and to that office he was appointed by the President and held the office until 1875. One of his most important decisions involved the national jurisdiction to the island of San Juan, a case which at the time excited widespread interest.

A man named Watts was on trial, charged with murder committed on the island of San Juan, which was then in joint occupancy by the English and American Governments. It was claimed by the defendant's counsel that the American courts had no jurisdiction in the case. Judge Jacobs held that the island was a country within the sole and exclusive jurisdiction of the United States, and any crime committed thereon could be punished by the courts of the Territory, which by the organic act of Congress possessed equal power in such cases with the Circuit and District Courts of the United States. Feeling on the border ran high, and for a time international complications seemed likely to ensue. Judge Jacobs, however, was immovable. Watts

having been convicted, the Judge sentenced him to death, but before the time for his execution arrived he effected his escape.

In 1874 the Judge was elected Delegate to Congress from the Territory, was re-elected in 1876, and at the close of that term declined a third nomination. He then resumed the practice of law at Seattle, which he has continued very extensively in both civil and criminal practice. In 1880 he formed a partnership with Charles K. Jenner, a leading authority upon the land laws of Washington, and continued the connection until 1891, when they dissolved by mutual consent, the Judge retiring from active practice except in selected cases, being now in partnership with his son, Hiram J. Jacobs.

In 1880 Judge Jacobs was elected Mayor of Seattle, and, after completing his term, declined a re-nomination. In 1884 he was elected to the Territorial Council, and materially assisted in effecting the change in the exemption laws and in securing appropriations for the penitentiary, insane asylum and university. He was one of the commissioners of fifteen freeholders, elected by the people in 1889, to prepare a new charter for the city, to meet its increased requirements. His ripe experience as a lawyer made his service especially valuable, and the charter bears the impress of his practical suggestions and careful oversight. The charter as prepared was adopted by a large majority vote of the people in 1890, and under the charter the Judge was elected Corporation Council.

Judge Jacobs was married in Southern Oregon, in 1857, to Lucinda, daughter of Doctor Jonathan Davenport, an Oregon pioneer of 1851 and a skillful physician. They have eight children, five sons and three daughters. Socially, the Judge is a member of the A. F. & A. M. and of the I. O. O. F.

Personally, Judge Jacobs is a man of large stature, commanding presence, and positive views. He has the courage of his convictions, but is liberal and tolerant. In the public affairs of the Pacific Northwest he has borne a prominent part as pioneer law-maker and judicial

officer, and is still an active factor in the present era of rapid development.

Such were the two men that the two great political parties had placed before the people for their suffrages. There was no danger that the people would be unworthily or unfaithfully represented no matter which was elected. Probably never before had an election been decided more purely on political grounds than was this, for the character of both candidates was irreproachable. They defined the political complication of the Territory as purely Republican, Judge Jacobs being elected by over 1,200 majority. He was re-nominated and re-elected in 1876, and faithfully and usefully served his four years in the national Congress. His competitor in the last race was J. P. Judson, of Port Townshend, a younger man of fair ability, and bearing an excellent reputation, but of course he could not carry a Republican Territory against so representative a man as Orange Jacobs.

Mr. Jacobs was succeeded in Congress by Mr. Thomas H. Brents, of Walla Walla, who was elected in 1878. He was re-elected successively until 1885, when Charles S. Voorhees, a Democrat, but elected on issues extraneous to party principles, succeeded him. In 1887 John B. Allen, a Republican, was elected over Voorhees by over 7,000 majority. The local agitations that gave Mr. Voorhees his election in 1885 having subsided, parties had returned to their normal conditions. Mr. Allen did not enter upon his term of service as Territorial delegate, as before the first session of the Congress to which he had been returned Washington was a State of the Federal Union.

Without entering into the minutiae of officeholding in the Territory it is proper that we take up the line of executive officers and trace it down to the close of the Territorial history of Washington. Mr. Newell, who succeeded Mr. Flanders as governor, was a man far above average standing and influence. In New Jersey he ranked with the leading men of the State. He was three terms a member of Con-

gress from that State, and one term its governor, and was the candidate of the Republicans for that office against General George B. McClellan. In 1880, President Hayes appointed him governor of Washington. It was his fortune to follow Mr. Ferry in that office, a man whose administration had been marked by so much discretion that he had secured high consideration among the people, and was already designated as likely to reach even higher political preferment in the future. The two things especially that marked the administration of Governor Ferry was the re-establishment of civil government on the Haro Archipelago, which had been determined a part of the United States by the arbitration of Emperor William, and the construction of the Columbia division of the Northern Pacific railroad from Kalama to Tacoma, together with the building of the narrow-gauge road from Olympia to Tinino on the Northern Pacific line. These roads were the introduction of a new era in Washington history, the unfolding of which we shall hereafter trace.

Following that of Governor Ferry, Governor Newell's administration fell on propitious times, and proved creditable to him and profitable to the Territory, which was now clearly on the flow of the tide progress, though it had not yet reached its crest. No longer was Puget Sound isolated from railroad communication with the great world. Overland connection had been made through Portland and the valley of the Columbia, and along that line the throb of the impatient footsteps of advancing multitudes could be felt. It was a time of auspicious promise.

Governor Newell was succeeded in 1884 by Watson C. Squire.

Mr. Squire was already a distinguished citizen of Washington, and had strongly impressed himself upon the business relations of the coast when he was appointed governor. He was the son of a Methodist preacher, born in New York in 1838, and educated at Middletown, Connecticut, where he was graduated in 1859.

He entered at once on the study of the law, but soon patriotism called him to the service of his country, and he enlisted as a private, but was soon promoted to a Lieutenantcy in the Nineteenth New York Infantry. When the term of the three-months men had expired, he resumed his law studies in Cleveland, Ohio, graduating from the law school in that city, in 1862. He soon raised a company of sharpshooters, and was given command of a battalion of the same, serving in the army of the Cumberland. He subsequently served on the staff of Major-General Rosecrans and G. H. Thomas, constantly rising in distinction until the close of the war, when he became agent for the Remington Arms Company, and managed their operations to the amount of \$15,000,000. He removed to Washington in 1879, settling in Seattle, and at once became deeply interested in everything that concerned the prosperity of the Territory. His close identification with the business of his adopted home, the distinguished character of his public services, and his stainless character as a man, as well as his great executive ability, rendered his appointment to the chief executive office of the Territory, just at this time, one of the most fortunate that could have been made. The country had entered on a career of great material development, and sagacity and experience in such lines were at a premium now.

Early in the administration of Mr. Squire the people of Tacoma, Seattle and other places on the Sound passed through a season of great agitation over the employment of the Chinese. Indeed, for some years before, the feeling had been increasing that the gathering of great numbers of these people in the cities and mines and along the railroads was a serious menace to society and a great detriment to the laboring classes. Their presence and work in the construction of the great lines of railroads had been a conceded necessity, as it was not possible to procure white labor enough to meet the exigencies of the occasion. Now, however, the Knights of Labor, an organization in the professed interests of workers, aided by many others, attempted to

expel them from the country by violent measures. At Tacoma they were required to leave at a month's notice. At Seattle and among the coal miners the agitation was greatest, and resulted in general disorder. Governor Squire acted promptly by issuing a proclamation calling on the people to preserve the peace, but this was answered the next day by the mob setting on fire several Chinese houses. Troops were ordered from Vancouver, and a statement of the situation forwarded to the Secretary of the Interior, which resulted in a proclamation by the President, and for a time the disturbance was quieted. A few months later, however, it broke out more violently than ever. Lives were lost in endeavoring to protect the Chinese, and a condition of rebellion against the constituted authorities existed. The exigency was great. Governor Squire adopted extreme measures,—the only ones that can meet extreme cases. He proclaimed martial law, and finally, by the aid of the citizens and troops, succeeded in restoring order. His course met the strong approval of President Cleveland and his cabinet, and as a token of the approbation by the national executive of his course, his proffered resignation of the office of governor was not accepted until long after the Democrats had succeeded to power.

The reports of Governor Squire to the Secretary of the Interior were of such a complete character as to receive even a national attention. That for 1884 was declared by that official to be the "best that had ever been given by any governor of any Territory." The demand for it throughout the East was so great that, after the Government edition was exhausted, the Northern Pacific Railroad Company published a special edition of 5,000 copies at its own expense. — His report for 1885 was even more complete than that of 1884, and under the title of the "Resources and Development of Washington Territory" it was scattered all over the United States and Europe by the Northern Pacific Railroad Company and by the people of Washington, and did more than any other one thing to call unusual attention to the marvelous

region of which he was the chief executive, and to prepare Congress and the nation for the admission of Washington as a State in the Union.

The Democratic party having acceded to power in the nation, Eugene Semple, of Oregon, was appointed governor of Washington. Mr. Semple, though a man of considerable talent, and industrious, did not possess the executive force of his predecessor. Still his management of the affairs of the Territory was, on the whole, commendable, and ministered to its continued prosperity. During his term there were several questions of a political and local character that excited considerable attention. Among these was the contest in the legislation and before the courts on the question of woman suffrage. The long-drawn and rather acrimonious conflict on this question cannot be followed through its ramifications, but it may suffice to say that the legislature passed an act conferring upon women

the right to vote at all elections. This act was subsequently declared by the Supreme Court of the Territory to be unconstitutional. But the sentiment in favor of it was sufficiently strong to make it a party question in 1886. The Republicans incorporated it into their platform, and quite a majority of the members elected to the succeeding legislature was pledged to vote for a bill restoring woman suffrage.

In 1888 Mr. Miles C. Moore, of Walla Walla, a Republican, was appointed governor to succeed Semple. He came to the office only just in time to entitle himself to the designation governor, as the Territory was just now in the whirl of excitement attendant on its change to the condition of Statehood. To this change, and the course of legislation and prosperity preparatory to it since 1880, we shall invite our readers in the next chapter.



CHAPTER XXIV.

PROGRESS TO STATEHOOD.

GREAT PROGRESS—ITS CAUSES—RAILROADS—THE NORTHERN PACIFIC—HISTORY OF ACTION CONCERNING STATEHOOD—WASHINGTON ADMITTED INTO THE UNION—STATE OFFICERS ELECTED—OTHER QUESTIONS VOTED UPON—INAUGURATION OF STATE GOVERNMENT—J. B. ALLEN AND W. C. SQUIRE ELECTED SENATORS—FOLLOWING ELECTIONS.

THE few years immediately antedating the point reached in the history of Washington in our last chapter were marked by an advancement in every interest of the now prosperous commonwealth that was truly phenomenal. The Territory went out of the seventh decade of the century with hardly more than 70,000 people, and it entered the last half of the eighth decade with fully 150,000. Thus in five years it had more than doubled its people. Every material and social interest had kept pace with the growth of population. A very tidal-wave of progress was sweeping over the land. The hopes and prophecies of the pioneers were being fulfilled. New towns, some

of them legitimately claiming to be cities, had sprung up among the firs and cedars of the Puget Sound country, and out on the treeless prairies of Eastern Washington, almost in a night. All that goes to make up the civilization of our day had appeared almost in a moment. Commerce came flying on white wings into the harbors of Puget Sound. Manufactures thundered their forges and whirled their engines on river and stream. Banks counted their discounts over mahogany counters amidst piles of gold. Churches and school-houses fit to adorn a metropolis were built almost before the shades of the great cedars had faded from the ground where they stood. A

very delirium of progress thrilled the land.

But all this did not come without a cause, nor was its cause hard or far to find. It was in the construction and operation of great lines of railroads within the borders of the Territory. At the opening of 1886, the Northern Pacific Company had 455 miles; the Oregon Railway & Navigation Company, 295; the Puget Sound & Columbia, 44; the Puget Sound Shore, 23; and the Olympia & Chehalis Company, 15; in all 866 miles, where only a few years before there were but a few miles in the entire Territory. This was cause to the effect of the wonderful growth of Washington by which it so suddenly reached its resplendent place as a State. As so much of it all turned on the construction of the great Northern Pacific line, it is fitting that we give a somewhat extended notice of the inception and progress of that great national work. Our notice is taken from the authorized account given by the State of Washington itself at the great Columbian Exposition in Chicago in 1893, and is without doubt a fair summation of the facts attending the progress of that great work.

"At the very birth of Washington, its future development and greatness were believed to depend upon the building of the Northern Pacific railroad, and the location of its terminal port upon Puget Sound. It was the route and road earliest proposed for transit of the continent. Its friends and propagandists crystallized such a public sentiment before even California had become United States territory, that rendered probable the building of a transcontinental railway. For over half a century the agitation of a Northern Pacific railroad had been continued.

"In 1853, Congress appropriated \$150,000 for surveys to ascertain the most practicable railroad route from the Mississippi river to the Pacific ocean. The Secretary of War determined upon the lines to be examined, and selected those who were to conduct the explorations. On the 18th of April, 1853, Isaac I. Stevens, Governor of the Territory of Washington, was assigned to the charge of the north-

ern route, with instructions to explore and survey a route from the sources of the Mississippi river to Puget Sound. George B. McClellan, then brevet Captain of Engineers, United States Army, proceeded direct to Puget Sound, and with a party explored the Cascade range of mountains, thence eastward until he met the main party under Governor Stevens, marching westward from St. Paul, Minnesota. The decisive points determined were the practicability of the Rocky mountains and Cascade range, and the eligibility of the approaches. Governor Stevens recommended that from the vicinity of the mouth of Snake river, there should be two branches, one to Puget Sound across the Cascade mountains, and the other down the Columbia river on the northern side. Governor Stevens in his message, addresses and personal efforts; the Legislature by memorials and legislations; the press and the prominent citizens of the Territory,—kept alive the agitation of the 'Northern route' from the time that the successful results of the Stevens survey had been published.

"On the 28th of January, 1857, the Legislature of the Territory passed 'An act to incorporate the Northern Pacific Railroad Company.' That earliest charter named as corporators, Governor Stevens and numerous citizens of Washington, Oregon, Minnesota, Wisconsin, Illinois, Iowa, California, Maine and New York. That act prescribed lines of road almost identical with the present Northern Pacific railroad system. On July 2, 1864, Congress granted the charter of the Northern Pacific Railroad Company. Josiah Perham, of Boston, was its first president. The title defines the franchise: 'An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound on the Pacific coast, by the northern route.' The company were to accept in writing the conditions imposed, and notify the President of the United States. On the 15th of December, 1864, the acceptance was made. As the charter prohibited the issue of bonds, the company were handicapped in

raising funds. Perham and his associates, disheartened, transferred the charter to Governor J. Gregory Smith and associates.

"In 1866 Congress was petitioned to extend aid. The company asked no money, but simply a guarantee of interest on a portion of its stock for a term of years, but were denied. In 1867 two parties were engaged in examining the passes of the Cascade range for a direct line to Puget Sound and in locating a line eastward from Portland, Oregon, up the valley of the Columbia.

"Congress, on May 31, 1870, authorized the issuance of bonds for the construction of the road, with authority to secure the same by mortgage on all property of the company, including the franchise.

"A mortgage to secure those bonds was executed on the 1st of July, 1870, to Jay Cooke and J. Edgar Thompson, trustees. Those amendments to the charter could not have been secured but by the influence of the Oregon United States Senators. Naturally from thenceforth the policy of the Northern Pacific was to forward the interest, growth and development of Portland. The line across the Cascade mountains, transposed from the main line to branch, was to be indefinitely postponed. With \$5,000,000 advanced by Jay Cooke & Co., the building of the road commenced in February, 1870, at Duluth, and within that year work progressed westward 114 miles to Brainard. On the Pacific slope work was initiated in 1870. The amendatory act required the construction of twenty-five miles between Portland and Puget Sound prior to July 2, 1871; and so the company built, from the town they named Kalama on the Columbia river, northward that distance. During 1872 forty miles had been built northward and were in running operation. On the 1st of January, 1873, General John W. Sprague and Governor John N. Goodwin, agents for the Northern Pacific Railroad Company, formally announced the selection of the city of Olympia as the terminus on Puget Sound of that road. A few months later, July, 1873, the company

at New York declared its western terminus at Tacoma. The failure of Jay Cooke & Co., in September, 1873, greatly embarrassed operations; but the road reached its terminus on Puget Sound the day preceding the date prescribed in the charter and its amendments. A reorganization of the company, on a different financial basis, followed, with Charles B. Wright as president."

Rich coal fields had been discovered east of Tacoma. General George Stark, vice-president, made an examination of those coal fields with reference to building a sufficient portion of the "branch" to connect them with Tacoma. Says he: "The building of this Cascade branch for the development of our coal resources seems now to be the one wheel which, if started, will put the whole train in motion; and I trust that ways and means to accomplish it will be devised at an early day." During 1877, the first portion of the Cascade branch road was built connecting Tacoma with Wilkeson.

Frederick Billings had become, 1880, president of the company. He favored the completion of the entire work; the surveys of the Cascade mountain passes were resumed with increased vigor. After a careful instrumental survey a line was located by way of the Naches Pass.

In the fall of 1880 a loan of \$40,000,000 had been successfully negotiated, but the method of taking the bonds and furnishing funds contingent upon securities upon accepted sections of road and the land grant rendered it impossible to grade the uncompleted line or to advance track-laying and build the Rocky mountain tunnels.

Such was the condition of the Northern Pacific when Henry Villard assumed the presidency. The Oregon Railway & Navigation Company had succeeded the Oregon Steam Navigation Company; and he was also its president. A railroad along the south side of the Columbia to throw out branches to secure the great wheat-growing wealth of Eastern Washington and Oregon was at once projected.

As the Northern Pacific advanced westward under the management of President Billings, in 1880 and the spring of 1881, the hope had been engendered that the building of the Cascade division was near at hand. Indeed the Northern Pacific was about provided to push its main line down the north side of the Columbia, or to build the Cascade branch, or both. The road could not stop in the interior of the continent. It had to advance when it reached the mouth of Snake river.

President Villard visited Puget Sound in the fall of 1881. He did not disguise his motive that Portland should continue "the focus, the center, the very heart, so to speak, of a local system of transportation lines aggregating fully 2,000 miles of standard-gauge road." Of the policy of the Northern Pacific inaugurated by his predecessor, he said: "There was a determined effort resolved upon by the former management of the Northern Pacific to disregard the commerce of this great city, and to make direct for Puget Sound in pursuit of the old unsuccessful policy of building up a city there. I do not believe that any effort to build up a rival city on Puget Sound can ever succeed. I mean that Portland will always remain the commercial emporium of the Northwest." President Villard, however, continued the surveys of the Cascade mountains, and the Stampede Pass was selected.

Overland railroad communication was fully consummated via Portland and the road connecting it with Tacoma. The last spike was driven on September 7, 1883, sixty miles west of Helena. A few days later Oregon and Washington celebrated the great consummation. On Monday, the 5th day of July, 1887, the people of Washington commemorated the arrival on Sunday, the 4th of July, of the first overland train direct from Duluth to Tacoma. A year later was commemorated the completion of the tunnel through the Cascade mountains. The great work of the century had been finished.

It would be easy to occupy chapters in treating of the minutiae, and giving the statistics, of

this wonderful advance, but, to the general reader, whose impressions of history are always taken in the concrete rather than the abstract—there would be no compensating advantage. We hasten, therefore, to the closing of the chapters of the Territorial history of Oregon, and the opening of the brief one of her history as a State of the Federal Union.

From time to time, for more than a decade, in one form or another, the question of Statehood was discussed in the papers and acted on in the legislative assembly of the Territory.

In November, 1869, a law was enacted for the submission of the questions of calling a convention for the purpose of framing a constitution and applying for admission into the Union as a State. If a majority voted in favor, the next legislature was to provide for the election of the delegates to such convention. At the election in 1870 the project met with little favor. In 1871 a precisely similar act passed and met with a like result. In 1875 the legislative assembly passed an act to provide for the formation of a constitution and State government for the Territory of Washington. It directed the submission of the proposition. If a majority were in favor the legislature was "to provide for the calling of a convention to frame a State constitution, and to do all other acts proper and necessary to give effect to the popular will."

At the election of 1876, a large majority favored the proposition. The legislature passed an act, approved November 9, 1877, "to provide for calling a convention to frame a constitution for the State of Washington, and submitting such constitution to the people for ratification or rejection." That act provided that a convention of fifteen delegates, three of whom were to be elected by the Territory at large, should assemble.

Alexander S. Abernethy, of Cowlitz county, was its president. The counties of North Idaho participated, a large majority of the citizens of that portion of the Territory having favored annexation to Washington. A constitution was duly framed, and ratified at the general election

of 1878, by a vote of 6,462 to 3,231. Year after year the admission of the State of Washington continued to receive increasing consideration.

The admission of Washington as a State had been discussed in Congress before the meeting of the constitutional convention of 1878. The first bill introduced by Thomas H. Brents, in the Forty-fifth Congress, was an act to provide for the admission of the "State of Washington" under the constitution of the convention of 1878. Objections were made to certain features of that constitution; and in the Forty-seventh Congress (1881-'83) Delegate Brents introduced a second bill for the admission of Washington, drawn in accordance with the legislative memorial. It authorized the people of Washington Territory and the northern part of Idaho Territory to hold a convention to frame a State constitution and to form a State government. In advocating its passage, Mr. Brents cited from the United States census of 1880, to prove that the Territory of Washington, exclusive of the northern counties of Idaho, had the requisite population to entitle it to admission. By the census of 1880 that population was 75,116, and taking the ratio of increase, at that time, June, 1882, it was not less than 125,000. On account of this small population, objection was urged against Washington's admission.

Session after session Washington continued to memorialize Congress for Statehood. In the spring of 1886 the subject was again fully before Congress. The bill was for a convention to frame a State constitution preparatory to admission. The boundaries included certain northern counties of Idaho. Another bill traveled hand in hand, providing for the annexation of those three Northern Idaho counties to Washington. Memorials had passed both legislatures favoring such annexation. The question had been submitted to the people of North Idaho at a general election, and 1,216 votes were polled for annexation and seven against it. The annexation bill passed both houses, but was vetoed by President Cleveland. Later separate bills

had passed the Senate for the division of Dakota, and to enable the people of North and South Dakota, Washington and Montana to form constitutions and State governments.

Mr. Springer, of Illinois, proposed a substitute, an omnibus bill, obnoxious to the friends of the applying Territories; the prospect of admission by the Fiftieth Congress seemed hopeless. Already there was talk of an extra session to do this act of simple justice. On the 15th of January, 1889, the House having under consideration the bill for the admission of Dakota, Samuel S. Cox, of New York, addressed the House thus: "I favor the substitute proposed by the gentleman from Illinois and his committee. If these Territories cannot be brought in within a reasonable time, I propose to help any conference between the two bodies looking to the Statehood of Dakota and the other Territories. What concerns us immediately is the admission as States, with proper boundaries and suitable numbers, of five Territories—the two Dakotas, Montana, Washington and New Mexico."

On the 16th of January the Senate bill for the admission of South Dakota was called up. The House committee favored the division of Dakota, and reported the omnibus bill, which included New Mexico. Many amendments were offered and voted down. On the 18th of January the omnibus bill passed the House.

The bill went to the Senate. It was disagreed to by that body. On the 14th of February the report of the disagreement of the two Houses was called up. The House instructed its conferences to recede so as to allow, first, the exclusion of New Mexico from the bill; and second, the admission of South Dakota under the Sioux Falls constitution; and third, the re-submission of that constitution to the people with provisions for the election of State officers only, and without a new vote on the question of "division," and for the admission of North Dakota, Montana and Washington by the proclamation of the president.

The bill thus amended passed. It was entitled "An act to provide for the division of Dakota, and to enable the people of North Dakota, South Dakota, Montana and Washington to form constitutions and State governments, and to be admitted into the Union on an equal footing with the original States, and to make donations of public lands to such States," and was approved by President Cleveland, on the anniversary of Washington's birthday, February 22, 1889. It provided for an election of delegates, seventy-five in number, who were to meet at Olympia on the 4th day of July, 1889. That convention met; it remained in session until August 22, 1889. The constitution it framed was ratified at an election held October 1, 1889, by the vote of 40,152 for the constitution, and 11,789 against.

The president's proclamation of admission was issued November 11, 1889.

Washington thus admitted into the Union as a State, the great political parties marshaled their forces for the election of State officers and representatives, and the decision of several other questions that were to go to the voters of the State at the same time. The result showed that Elisha Pyre Ferry, who had been one of the best of the governors of the Territory, was elected governor; Charles E. Laughton, formerly lieutenant-governor of Nevada, lieutenant-governor; Allen Weir, secretary of State; A. A. Lindsley, treasurer; T. M. Reed, auditor; Robert B. Bryan, superintendent of public instruction; W. T. Forest, commissioner of public lands. The supreme judges elected were R. O. Dunbar, T. L. Stiles, J. P. Hoyt, T. J. Anders and Elmer Scott. John L. Wilson, of Spokane, was elected Congressman. Every officer elected was a Republican, the average majority being about 8,000.

The vote on the other questions submitted to the people stood as follows: For woman suffrage 16,527, against 34,515; for prohibition 19,546, against 31,487; for the State capital Olympia had 25,490; North Yakima 14,718; Ellensburg 12,883; with 1,088 votes

scattering,—leaving the seat of government yet remaining at Olympia, where it had been during the whole course of Territorial history. At the following general election that question was again voted on, and Olympia was chosen by a considerable majority for the future capital of the State.

The State officers thus chosen were inaugurated November 18, 1889, with inspiring ceremonies, the newly elected legislature, which was almost unanimously Republican, being in session at the same time. On the 19th of November the legislature elected John B. Allen and Watson C. Squire the first United States senators for the State of Washington. The former drew the term expiring March 3, 1893, and the latter that expiring March 3, 1891. At the biennial election held in November, 1890, the legislature was again carried by the Republicans, and Mr. Squire was again elected United States senator for six years from March 4, 1891. A general election for State officers occurred again in November, 1893, at which John H. McGraw, of Seattle, was elected governor. The legislature elected at the same time commenced balloting for a successor to United States Senator John B. Allen on the day fixed by law, and continued balloting, taking two votes each day, until the final adjournment. One hundred and seven ballots without a choice were taken, and, the legislature having adjourned, Governor McGraw appointed John B. Allen United States senator. At this election John L. Wilson and W. H. Doolittle were chosen to represent the State in Congress.

Since this date the history of the State has been only a continuance of the prosperity that marked it during the closing years of its Territorial existence. The results will appear in a compendious form in our chapters relating to its mining, lumbering and other industrial interests, and in those relating to its cities and towns. We need now to take our readers back, chronologically, and trace the story of the Indian wars of Washington.

CHAPTER XXV.

INDIAN WARS OF WASHINGTON.

CHARACTER OF THE INDIANS—EASTERN AND WESTERN TRIBES—NORTHERN TRIBES—JEALOUSIES AWAKENED—OPENING OF THE WARS—MURDER OF DR. WHITMAN—WAILLETU—CAUSES OPERATING—PROTESTANT VS. CATHOLIC—SICKNESS AMONG INDIANS—THE MURDER—CAPTIVES—RESCUED BY MR. OGDEN—GENERAL ALARM—CALL FOR VOLUNTEERS—ACTION OF LEGISLATURE—REGIMENT ORGANIZED—ROSTER OF COMPANIES—TROOPS MOVE TOWARDS WAILLETU—BATTLE OF SAND HOLLOW—INDIANS FALL BACK—DEATH OF COLONEL GILLIAM—NEGOTIATIONS—MR. OGDEN—DEPUTATION OF INDIANS TO OREGON CITY—INDIANS TAKEN AND EXECUTED.—INTELLIGENCE OF THE MURDER OF DR. WHITMAN REACHES GOVERNOR ABERNETHY—A CALL FOR VOLUNTEERS—OREGON RIFLES ORGANIZED—ROSTER OF OFFICERS—TROOPS PROCEED TO THE DALLES—EXPEDITION OF MAJOR LEE—TROOPS MARCH FOR WAILLETU—BATTLE OF SAND HOLLOW—INDIANS FALL BACK TOWARD SNAKE RIVER—BATTLE ON THE TOUCHET—DEATH OF COLONEL GILLIAM—PEACE NEGOTIATED—INDIANS EXECUTED AT OREGON CITY.

INSTEAD of weaving the story of the Indian wars of Washington as a crimson thread through all the fabric of our history we think it better to give that story its own separate place. In this way it will be better understood, and its logical relations more clearly apprehended.

The region of country embraced in Washington Territory by the act of Congress of 1853 was the home of the most numerous and most warlike of all the Indian tribes west of the Rocky mountains. With the exception of the Cayuses, whose country was mostly in Oregon, all the strong tribes between the Rocky and Cascade mountains had their habitats in Washington. The Blackfoot, the Spokane, the Palouse, the Nez Perce, the Pend d'Oreille, the Yakima, all powerful tribes, together with many smaller tribes, all resided east of the Cascade mountains. It would be impossible to give any accurate census of these tribes at that time, but it is not unlikely that they could have brought into the field, all told, from six to ten thousand warriors. The white settlement had not yet encroached upon their territory, and as they were generally well armed and plentifully supplied with ammunition, they were a foe not only to be dreaded but which actually was dreaded by the white inhabitants of the Terri-

tory. They were equestrian tribes, abundantly supplied with excellent horses, and were the most accomplished and daring horsemen in the world. Their country was one vast pasturage, its very mountains being full of nutritious grasses, while its almost limitless plains were covered with the richest bunch grass, affording the very best feed for horses on the continent. When Washington was constituted a Territory they were at the very zenith of their power, and roamed unlet and unhindered over the more than 100,000 square miles they inhabited.

Between Eastern Washington, where these tribes dwelt, and Western Washington, was the great Cascade range of mountains, rugged, heavily timbered, impassable, except by a few trails, and nearly 100 miles in width. West of this range, in the country sweeping around Puget Sound and extending southward to the Columbia River and northward to the Straits of Fuca, were a large number of tribes, no one of which was as strong as some of the tribes east of the mountains, but probably aggregating about the same number of warriors. Dwelling upon the water courses and upon the shores of the great Sound and in a densely timbered region, these Indians were as thoroughly trained to water-craft as were those east of the mountains to equestrianism. No people rivaled them

in the use of the canoe. They were courageous, daring, brave.

To the north of Puget Sound there were many tribes of great prowess along the coast as far north as Queen Charlotte Island, and even up to Fort Simpson, who possessed large and strong war canoes in which they were accustomed to make long predatory voyages, passing down through the inlets and passages that separate the island of the great northern archipelago, crossing the Straits of Juan de Fuca, and penetrating even to the very head of Puget Sound, 120 miles south of the straits. They came unheralded, struck their blow of murder or committed their robbery, and disappeared as suddenly as they came. Their incursions were hardly war, but their work was simply that of the savage assassin, smiting the defenceless and killing the unarmed. Besides the direct loss of life and property caused by them, they had the further evil effect of keeping the tribes on the Sound excited with the news of tragedy and bloodshed, for when an Indian scents blood all his savage nature is excited, and he himself is athirst for it. "Dead or alive he will have some." But the recital of these inroads of the northern Indians and the story of the cruel murders they perpetrated would enlarge our work unduly, and hence they can be mentioned only as illustrating the unusual perils and hardships attending the settlement of this part of the Territory.

As everywhere on the frontier, the ingathering of the whites in ever increasing numbers early awakened the apprehensions of the Indians. There was an instinctive prophecy in their hearts that it boded ill to them. The whites came but never left. Their numbers never diminished. The forest was disappearing before their axes. The game melted away before their rifles. The Indians saw that all this meant that they themselves would soon be outnumbered and overpowered unless they were able to drive out the invaders who were despoiling the graves of their forefathers, turning their hunting grounds into grain fields, and

breathing the pestilence of a destructive civilization on their savage, yet beloved life. It was not strange, therefore, that there should be war.

What was called the "Cayuse war," which followed immediately after the murder of Dr. and Mrs. Whitman, the devoted Presbyterian missionaries, at Waiiletpu, occurred before there was any settlement of whites within the bounds of what was afterward the Territory and subsequently the State of Washington. But the scene of that murder and the theater of that war^a was mainly within its boundaries. As it dates the beginning of the wars which afterward extended over so large a part of the Territory, this seems the place to give it some historic treatment. It was the most tragic event in the history of the northwest coast, and one that has caused more historic discussion, especially as to its causes, than any other. For this reason we need both to trace its causes as well as recite its facts, and these we shall blend in one line of treatment.

Waiiletpu was the Indian name of the place where Dr. Whitman in the late autumn of 1836 established his missionary station among the Cayuse people. It was situated on the Walla Walla river, about twenty-five miles from the Hudson's Bay fort of that name, which stood on the south bank of the Columbia river and just above the mouth of the Walla Walla. It was in the center of the tribe and was easy of access both to the Indians and the whites. His mission for a time seemed to be among the most prosperous and promising of all Indian missions of the coast. The Cayuses were intelligent and active, though not considered as tractable and trustworthy as their relations the Nez Percés, whose territory joined theirs on the northeast. Quite a number of the tribe made a profession of Christianity under his labors, and Dr. Whitman and his co-laborers had high hopes that the whole tribe would pass under the influence of the Christian system and belief.

To his work as a Christian teacher Dr. Whitman had added that of a medical practitioner, so that, to the superstitious Indian mind, he

assumed a much wider responsibility than he would have assumed as a mere teacher of religious truths. As a physician he, like their own "medicine men," was supposed to have power to heal or to kill at pleasure, and however much he might endeavor to disabuse their minds of that belief it could never quite be done, for the Indian mind is remarkably tenacious of its superstitions and they never quite lose their dominion over an Indian's action. As useful as the profession and practice of a doctor might really be, they added an element of danger as well as an element of strength to the position of Dr. Whitman.

The doctor was a man to draw about him a somewhat large following of assistants and dependents, for he was naturally a leader of men, with a strong personality and a broad and grasping mind. He planned more broadly than any of his associates in the missions of the American Board, and had more of the strong grip of executive power than they. He had opened quite an extensive farm and erected a sawmill and flouring-mill. The buildings for dwelling, school, church and other purposes were of quite a pretentious character for the country, and formed quite a hamlet in the midst of the wide, unhomeed solitudes of these interior valleys and mountains. The dwelling-house was a large adobe, or sun-dried brick, building, well finished and furnished, with a large library and an extensive cabinet. Connected with it was a large "Indian room," as it was called, built for the accommodation and use of the Indians who were constantly or occasionally about the mission, either as employes in any department or on business, or as mere loungers. It had also an addition, seventy feet in length, consisting of kitchen, sleeping-room, school-room and church. One hundred yards east stood a large adobe building, and at another point about the same distance stood the mill, granary and shops. Connected with the mission was a sawmill situated on Mill creek on the edge of the Blue mountains, about fifteen miles from the station itself. Thus the mission was

situated at the end of ten years from its establishment in 1836.

The special work and the genial relations of the various missionary establishments of the country having been elsewhere considered it is not needful to recur to them here further than to connect them with the events that opened the first Indian war of the Northwest. This we do in a simple statement of historic facts with only a very brief discussion of the natural, and perhaps inevitable, results of those facts.

The establishment of Roman Catholic missions in the immediate vicinity of those of the Protestant boards inevitably confused the minds of the Indians, and led them to look very suspiciously upon the Protestants. This was the more certainly and fatally the result as they fully understood that the people of the Hudson's Bay Company had joyfully welcomed the coming of the Romish priests, and extended to them, rather than to the Protestants, their sympathy and support. Though not gifted with any great capability of ratiocination, the Indian has quick perception from obvious and occult facts, and they could not but comprehend this, while they would entirely fail to comprehend the rationale of the historic and theological differences and agreements between the Roman Catholic and Protestant systems. Hence they would act from what they saw, not from the reason that was behind it.

The missionaries of the Roman Catholic Church had entered the country in 1838, as noted elsewhere. As they count success, their missions had been very successful. They had baptized many Indians,—some authorities say not less than 5,000 by the autumn of 1847,—and the priests were everywhere, and their zeal was admirable as they went on their mission of proselytism from California to British Columbia. Their leaders were astute and able men. Such names as Blanchet, Occolti, DeSmet, Joset, Ravalli, Sandlois, Demers, Brouillet and Baldue were recorded among their twenty-six clergymen employed in the field. As these names indicate, there was not an American among

them,—hardly one who could speak or write the English language with respectable accuracy,—but they were disciplined and resolute and self-denying men. They brought with them no families. They established no communities. They lived with and as the Indians. They found them Indians, baptized them into the Roman Catholic Church, and left them Indians, as they found them. Their presence, therefore, boded no change to awaken the apprehensions of the Indians, and hence they could go and come, teach and catechise, baptize and confirm at will, and their imposing ceremonies and easy moral exactions completely captured the minds of most of the Indians.

The more this was true the less could the Protestant missions succeed. Dr. Whitman's mission in particular was in a position to feel the blight of their influence the soonest and most fatally. From its beginning some of the Cayuses were hostile to the mission, more were indifferent, and a small number were favorable. Tam-su-ky, an influential chief, who resided not far from Waiiletpu, was the leader of the opposers of the mission. Their opposition became more bitter after the Romish priests entered the country, and was still more intensified after Dr. Whitman returned from the East with the great train of emigrants of 1843. To add to the impulse which was moving the Cayuse people toward murder and war, in 1845 "Tom Hill," a Delaware Indian, lived among the Nez Percés and told them that the missionaries first visited his people, but were soon followed by other Americans, who took away their lands. He visited Waiiletpu and repeated the same story to the Cayuse. Of course the Indians were still more alarmed.

In another year another Indian, or half-breed, came among them, whence and from whom history has failed to certify. His name was Joe Lewis. He reaffirmed the statements of Tom Hill. Under these influences, combined with a desire on the part of many if not most of the tribe to secure the Roman Catholic religion, Dr. Whitman's work withered

away under them. His most trustworthy friends among the Indians, Um-howl-ish and Stick-us, warned him of his danger,, and advised him to abandon his work. Archibald McKinley, then in charge of Fort Walla Walla, emphasized the warning and repeated the advice. Thomas McKay repeated it. Dr. Whitman knew the danger, understood the influences that were destroying his work and imperiling his life, but, brave man that he was, he faced them all. How could he have done otherwise?

Still, in the fall of 1847, Dr. Whitman decided to remove to the Dalles as soon as arrangements could be completed. He went there himself and received from the Methodist mission, which had decided to abandon that field, the premises it held at that place, as a gift to the American Board. On arriving at Walla Walla, about the 10th of September, he found four Romish priests at the place, arranging to establish a mission under the very shadow of Waiiletpu. At their head was Father A. M. A. Blanchet, a smooth, yet resolute and able man, self-poised to a remarkable degree, and unrelenting in his purposes and aims. With him was Brouillet, perhaps fully the equal of Blanchet in ability of every kind, though not his equal in rank. Coming just at this crisis in the work of Dr. Whitman, they found it easy to win over to their cause much the larger part of the Indians. The fact that they came to supplant Dr. Whitman on the very field of his eleven years' toil could not but have the effect of making the Indians believe that these new religious teachers would be only too glad to see Dr. Whitman's mission destroyed, even if they did not desire his own death. It was not necessary that they should suggest or advise this course; the suggestion was in their very presence and in the nature of their work, and it is not probable that they made any other. Certainly this writer has never found any convincing evidence that they did. Still it seems tolerably certain that, with murder and destruction palpitating in the very air, they spoke no word and did no deed against it.

Hoping that the storm of wrath that he saw plainly impending would not burst upon him before another year, Dr. Whitman, after his return from the Dalles, settled down to the calm pursuit of his missionary work. Meantime the large immigration of 1847 came pouring down from the Blue mountains upon the plains of the Columbia. There was much sickness among the immigrants, the measles and dysentery prevailing to an alarming extent. These soon became epidemic among the Indians, many of whom, despite the remedies administered by Dr. Whitman and the most careful attention of Mrs. Whitman, died of these diseases. Joe Lewis took a horrible advantage of this situation to further prejudice the Indians' minds against the mission. He told them that the doctor was administering poison to them, and that he intended to kill them all off that the Americans might take their lands. He detailed conversations that he professed to have overheard between Dr. and Mrs. Whitman, in which the doctor complained because the Indians were not dying fast enough. He also asserted that Brouillete, the Roman Catholic priest, had told him that the doctor was giving the Indians poison. Falling upon the excited minds of the Indians, these statements were like fire in powder. The explosion was sure to come, and it meant destruction when it came.

Of course it is not necessary to say to the intelligent reader that there was no foundation for these statements. They were the sheer inventions of a murderous villain, who, after having shared the hospitality and care of Dr. Whitman and Mrs. Whitman, was base enough to plot their destruction. The presence of the priest at this time, and his active proselytism of the Indians to Romanism, was indeed an incendiary influence sufficient to set the Indians into an unreasoning and fatal excitement, but it cannot be considered likely that he made to Lewis the statement averred, or even that he fully anticipated the terrible tragedy that so soon followed. The justice of history requires this statement, but it requires also the addition-

al one that he did state to the Indians that Dr. Whitman was a bad man, and that what he was teaching them was a false religion, and if they believed it they would certainly go to hell. In the blindness and prejudice of his sectarian zeal he might have believed all this, and even have justified to his own conscience, on the well-known principles of Jesuitism, the making of the statement, but it would be too severe a shock to our faith in humanity to believe that he counseled or sought the murder of these noble missionaries. The writer of this history has been for many years acquainted with quite a number of the Indians associated with Dr. Whitman before and at the time of the massacre, also with several of the sufferers in the terrible tragedy, and the sum of all the evidence he could gather from these, as well as the residuum of the testimony of all who have written on the subject, confirms him in this judgment. To array the evidences which have thus satisfied his own mind, would be unnecessarily to weary the reader of this work.

As the autumn wore on Dr. Whitman fully recognized the impending danger. To avert it he endeavored to secure the presence of Thomas McKay, one of the most influential and sensible of the early mountaineers, during the winter, but could not succeed. Meanwhile the story of Joe Lewis was working its direful way in the minds of the Indians. The wife of Tam-su-ky, the leader of those who were determined to drive off Dr. Whitman, was sick. He resolved to put the poison theory to a practical test by obtaining some medicine of the doctor and administering it to her. If she recovered he would not believe the story; if she died the missionaries must also die. The test was made. The woman died: thus the fate of the missionaries was decided.

Sabbath at the mission was a day when large numbers of the Indians gathered, some for worship, and some for the excitement of a crowd. The friends of the mission were sure to be there on that day. The 28th of November, that year, was Sunday, and as usual relig-

ious services were held, a considerable number of the Indians participating in them. Tam-su-ky and his followers had fixed on Monday for their murderous deed, as they knew but few if any of the Indian friends of Dr. Whitman would be present. On that day, November 29, 1847, about fifty of the followers of Tam-su-ky gathered at the mission. Their gathering awakened the apprehensions of the whites, as it was so unusual to see such numbers present except on Sunday. Still the work of the establishment, indoors and out, went on as usual. Dr. Whitman was in his office, sitting in a chair and preparing a prescription for an Indian. Mrs. Whitman was in an upper room busied in her duties. The Indians were scattered about the yard, a few being in the doctor's office. Suddenly the murderous attack began. Dr. Whitman was cloven down by the blow of a tomahawk wielded by Tam-a-has, an Indian of such a cruel nature as to be known among his own people as "the murderer." Mrs. Whitman was shot in the breast while standing at a window to which she had stepped on hearing the noise of the sudden outburst. But a few Indians were actively engaged in the murderous onslaught: the rest looked stolidly on. Only one or two of the Whitman Indians were present, and they were not permitted to interfere.

It would serve no good purpose to relate the actual details of the horrible tragedy. Indeed most that has been written of them is so tinged with the imagination of the writers that it would be impossible to give them as they occurred, even were it desirable to do so. The victims of the murderous fury of the Indians were Dr. Marcus Whitman, Mrs. Narcissa Prentiss Whitman, John Sager, Frances Sager, Crocket Bewly, Mr. Rogers, Mr. Kimball, Mr. Sales, Mr. Marsh, Mr. Saunders, Mr. Young, Mr. Hoffman, and Isaac Gillem.

With the personal and sectarian criminations and recriminations that have arisen out of this most tragic event in Oregon history, we think it not wise to blur these pages. While the atti-

tude of the Hudson's Bay Company toward the American settlers and of the Roman Catholic Church toward the Protestant missions was such as to place such events as this as natural, and almost inevitable results of that attitude, no satisfactory evidence has appeared that they were planned or intended. Hence we are ready to leave their discussion with this statement, feeling sure that, while a large moral responsibility for the destruction of the mission of Waiiletpu and the murder of those who had labored so earnestly and long for the welfare of Indians, must rest upon the unseemly zeal of these fierce sectaries of Romanism, as well as upon the well-known opposition of the Hudson's Bay Company to everything American, the Indians were carried by their ignorance and passion far beyond the intentions of either the priests, whose teachings inflamed them, or the company whose desire, as they understood it, had been so long a law unto them. If, during the frenzy of that day of blood, neither party interfered to avert or soften the blow, or if, immediately following it, either or both declined assistance to the fugitive sufferers who had escaped massacre, we set it down more to the weakness of the individuals who, for the time, stood as representatives of the company and the church, than to these bodies themselves. Had McKinley or Ogden or Douglas been in charge of Fort Walla instead of McBean when the fugitives from Waiiletpu lay at its gate asking for succor, the suffering family of Osborn, hiding in the willows near Waiiletpu during those freezing nights, would have been at once sought out and cared for. The fugitive and frightened Hall would not have been put over the Columbia river and left in the wintry desert among the savages to starve or be killed, one of which must needs occur, as he was by the heartless cowardice of McBean. So much history must fairly record, but in the recording, this it must not forget that such men do not fitly represent all men, nor even most men, but stand for themselves alone.

An express was sent at once from Fort Walla

Walla to Mr. James Douglas, chief factor of the Hudson's Bay Company at Vancouver, with intelligence of the massacre. In harmony with his past want of comprehension and spirit, Mr. McBean instructed the courier carrying the message not to communicate the fact of the massacre to the whites at the Dalles as he passed, thus leaving them exposed, without warning, to the fate that had befallen Waiiletpu. On the arrival of the courier at Vancouver, the action of Mr. Douglas was prompt and effective, entirely sufficient to set at rest all question as to the complicity of the Hudson's Bay Company in any way with the sad events that had just occurred. He immediately sent a courier express with a message notifying Governor Abernethy, at Oregon City, of what had taken place. Without waiting for any action by the governor or the American settlers, he immediately dispatched Mr. Peter Skeen Ogden, one of the most influential and able factors of the company, with an armed force to the scene of the tragedy. Mr. Ogden held a council with the Cayuses at Fort Walla Walla. He declared the great displeasure of the company at their conduct. He proposed to ransom the forty-seven prisoners, chiefly women and children, that they held in captivity. His prompt and decisive action resulted in the delivery of these poor people from their captivity. On January 1, 1848, fifty Nez Percés from Lapwai arrived with Mr. Spaulding and ten others, who had also been in great peril from the contagion of murder which had spread through all the neighboring tribes by the action of Cayuses, and who were also held as prisoners by the Nez Percés. These were also ransomed by Mr. Ogden, and thus all the whites in the infected district were delivered out of the hands of the savages by the resolute action of the Hudson's Bay Company, before the Americans had time to act. On January 10 the rescued prisoners were delivered over to Governor Abernethy by the Hudson's Bay Company's people, at Oregon City. Thus

closed the opening and bloody chapter of the Indian wars of the Pacific Northwest.

When the intelligence of the murder of Dr. and Mrs. Whitman and their associates reached Governor Abernethy at Oregon City, the Legislature of the provisional government was in session. A call for volunteers, to proceed at once to The Dalles and take possession of that place, was at once issued. Great fears were entertained that the Indians of the interior might assail the settlements on the west of the mountains by the way of the Columbia river, the only way they could be reached by them in the winter. The extent of the defection of the Indians was not known at the capital; hence provision must be made for any contingency at once. On the night of the 8th of December, the very day the news of the massacre reached Oregon city, a public meeting was held in that place, and a company was organized, under the name of the "Oregon Rifles," to proceed at once to The Dalles and take possession of that strategic point. Henry A. G. Lee was made captain, and Joseph Magone and John E. Ross, lieutenants of it. The legislature pledged the credit of the provisional government to secure equipments for the company, but the Hudson's Bay Company preferred the individual responsibility of the committee of the legislature who applied for the equipments. This was given, and arms and ammunitions were issued to the company, which arrived at Vancouver on the 10th, only two days after its organization, to receive them. On the 21st they reached The Dalles, and the danger of an Indian invasion west of the mountains was over for the winter. But this did not end, it only began, the war. The scattered people of Oregon could not rest, indeed they dared not rest, with the murders of Waiiletpu unavenged and the murderers still at large. To have done so would have been to invite a bloody Indian war from end to end of the country.

The action of the legislature and of Governor Abernethy was prompt and effective. On December 9 an act was passed and approved for

the organization of a regiment of fourteen companies, and their equipment for service. The brave pioneers responded with patriotic devotion to the call, furnishing their own arms, equipments and horses. The men who led were the men of mark then and subsequently in the history of this country, and it seems only a proper recognition of their patriotism and bravery to place their names on the pages of every history of those thrilling times in the story of the Northwest. Here is a roster of the officers:

FIELD AND STAFF.

Colonel, Cornelius Gilliam; Lieutenant-Colonel, James Waters; Major, H. A. G. Lee; Adjutant, B. F. Burch; Surgeon, W. M. Carpenter; Assistant Surgeons, F. Sneider and H. Safarans; Commissary, Joel Palmer; Quartermaster, B. Jennings; Paymaster, L. B. Knox; Judge Advocate, J. S. Rinearson.

LINE OFFICERS.

Company A, fifty-five men. Captain, Lawrence Hall; First Lieutenant, H. D. O'Bayant; Second Lieutenant, John Engent.

Company B., forty-three men. Captain, J. W. Owens; First Lieutenant, A. F. Rogers; Second Lieutenant, T. C. Shaw.

Company C, eighty-four men. Captain, H. J. G. Maxon; First Lieutenant, I. N. Gilbert; Second Lieutenant, W. P. Pugh.

Company D, thirty-six men. Captain, Thomas McKay; First Lieutenant, Charles McKay; Second Lieutenant, Alexander McKay.

Company D, fifty-two men. Captain, Phil. F. Thompson; First Lieutenant, James Brown; Second Lieutenant, J. M. Garrison.

Company E, forty-four men. Captain, L. N. English; First Lieutenant, William Shaw; Second Lieutenant, M. F. Munkers.

Company E, thirty-six men. Captain, William Martin; First Lieutenant, A. E. Garrison; Second Lieutenant, David Waters.

Company E, sixty-three men. Captain William P. Pugh; First Lieutenant, N. R. Doty; Second Lieutenant, M. Ramsby.

Company G, sixty-six men. Captain, J. W. Nesmith; First Lieutenant, J. S. Snook; Second Lieutenant, M. Gilliam.

Company H, forty-nine men. Captain, G. W. Bennett; First Lieutenant, J. R. Bevin; Second Lieutenant, J. R. Payne.

Company I, thirty-six men. Captain, W. Shaw; First Lieutenant, D. Crawford; Second Lieutenant, B. Dario.

Company No. 7, twenty-seven men. Captain, William Martin; First Lieutenant, A. E. Garrison; Second Lieutenant, John Hersen.

F. S. Waters' Guard, fifty-seven men. Captain, William Martin; First Lieutenant, D. Weston; Second Lieutenant, B. Taylor.

Reorganized Company. Captain, John E. Ross; First Lieutenant, D. P. Barnes; Second Lieutenant, W. W. Porter.

This roster shows a force of about 600 enlistments besides field and staff officers, and with this force Colonel Gilliam proceeded to The Dalles the last of February, 1848. On the 27th, with 130 men, he moved forward and crossed Des Chutes river, where he was fairly within the enemy's country. A reconnoissance, led by Major Lee up that river about twenty miles, discovered a hostile camp and engaged it, when the party returned and reported to the colonel. On the following day Colonel Gilliam moved up to the same place, and the next morning had a skirmish with the Indians of the Des Chutes tribe, which resulted in a defeat of their forces, and was followed by a treaty of peace which withdrew this band from the hostiles for the remainder of the war. Though attended with little fatality, the result of this movement was very important, as it would have been entirely unsafe for the command of Colonel Gilliam to have moved forward, leaving this hostile band in its rear and between it and the Willamette valley, which would have been thus opened to depredation.

Colonel Gilliam immediately pushed forward toward Waiilatpu, about 150 miles distant. His route was over an open, treeless country of great rolling hills, poorly watered, full of ra-

vines and gulches that afforded many opportunities for the peculiar tactics of Indian warfare. At Sand Hollow, about half way from the Des Chutes to Waiiletpu, the Indians were encountered in force. Their field was well chosen. It was a deep depression among the sandy hills, full of cuts and washes, affording excellent hiding places for the Indians, and extended across the emigrant road, on which the column was advancing. Up to this time it was uncertain whether the entire Cayuse nation would enter the war to protect the murderers or not, many believing that a large number of them would not. But here all were undeceived. The great body of Cayuse warriors, under the command of their head chief, Five Crows, and a chief named War Eagle, offered to the volunteer force the gauge of battle, which was promptly accepted. Upon the company of Captain McKay the first assault was made. Five Crows and War Eagle both made pretensions to the possession of wizard powers, and to demonstrate their powers to their own people dashed out of their concealments, rode down close to the volunteers and shot a little dog that came out of the ranks to bark at them. The orders were not to fire, but Captain McKay's Scotch blood was up, and, bringing his rifle to his face, he took deliberate aim at War Eagle and drove a bullet through his head, killing him instantly. Lieutenant McKay fired his shotgun at Five Crows without aim, and wounded him so badly that he was compelled to give up the command of his warriors. Disheartening as was this opening of the battle to the Indians, they continued it until late in the afternoon. During the battle Captain Maxon's company followed a party of retreating Indians so far that they found themselves surrounded, and in a sharp engagement that followed eight of his men were disabled. Before nightfall the Indians drew off the field. The regiment camped upon it without water, while the Indians, who had retired but a short distance, built their fires on a circle of hills about two miles in advance. The next day Colonel Gilliam moved forward, the Indians

retiring before him, and reached Waiiletpu the third day after the battle.

The main body of Indians fell back toward Snake river. The volunteers followed, making fruitless attempts to induce the surrender of the murderers of Waiiletpu. Colonel Gilliam resolved on a raid into the country north of the river. On his way he surprised a camp of Cayuses near that stream: among whom were some of the murderers. The crafty Indians deceived the colonel with professions of friendship, and pointed out some horses on the hills that they said belonged to those he was anxious to kill or capture, while the parties themselves were far out of reach beyond Snake river. The column started to return toward Walla Walla, but all the warriors of Indian camp were soon mounted on war horses and assailed the column on all sides, forcing the volunteers to fight their way as they fell back. All day and into the night the running fight continued, and when Colonel Gilliam reached Touchet river he ordered the captured horses turned loose. When the Indians regained possession of them they returned again toward Snake river, and the volunteers continued their retrograde movement to the mission.

Soon after reaching the mission station at Waiiletpu, Colonel Gilliam started to return to The Dalles, designing also to visit Oregon City and report to the governor. While camped at Well Springs, not far from the battle-ground of Sand Hollow, he was killed by the accidental discharge of a gun, and Lieutenant-Colonel Waters was elected by the regiment to its command.

A board of commissioners had been sent by the legislature with the volunteers to negotiate for the peaceful settlement of the difficulties, but all their attempts to bring the Indians to terms failed. They demanded the surrender of those who committed the murders at Waiiletpu, and that the Indians should pay all damages to emigrants who had been robbed or attacked while passing through the country of the Cayuses. The Indians refused to do either. They

wished only to be let alone, and the Americans to call the account balanced. As the Americans would not do this, the Cayuses abandoned their country and crossed the Rocky mountains to hunt for buffalo. The volunteers could only leave the country and return to the Willamette valley. This practically ended the Cayuse war so far as active operations in the field were concerned. In a few months the Indians desired to return, but they were made to understand that peace could never exist between them and the Americans unless the murderers were given up for punishment. Finally, they sent a deputation of five chiefs to Oregon City to have a talk with Governor Lane, who had succeeded Mr. Abernethy as chief executive. They were thrown into prison, tried, condemned, and executed on the 3d day of June, 1850. Many

doubted their guilt. The chiefs themselves declared their innocence of the murders. They declared that there were but ten Indians concerned in the murders, and affirmed that they were all dead already. It seems probable that their story was correct in the main, and that the men who were executed were probably not those who perpetrated the bloody deed. Such was the judgment of Mr. Spaulding, and such, too, was the statement of Umhowlish, a Cayuse chief, and others of that tribe, who were personal friends of Dr. Whitman, as communicated by them to others a few years ago.

With this execution, however, the whites in the main were satisfied, as the Indians were overawed by it, and fears of further hostilities were allayed.



CHAPTER XXVI.

INDIAN WARS, CONTINUED.

INDIANS GENERALLY DISTURBED—GOVERNOR STEVENS—KAMIAKIN—COUNCIL AT WALLA WALLA—GENERAL PALMER—INDIANS OPPOSED TO TREATING—LAWYER—A CHANGE IN THE INDIANS' MINDS—TREATY CONCLUDED—GOVERNOR STEVENS PROCEEDS TO THE NORTH—WAR AGAIN BREAKS OUT—STEVENS RETURNS—A STORMY COUNCIL—PLAN OF LOOKING-GLASS—STEVENS RETURNS TO THE DALLES.

THOUGH the "Cayuse War" had closed, as related in the last chapter, so far as actual hostilities were concerned, it had left that powerful tribe and all the related tribes east of the Cascade mountains in a jealous and embittered state of feeling. In fact the war had only confirmed their opinions of the disposition of the whites to encroach upon the territory of the Indians, as well as of their power to carry that purpose into effect unless they were speedily checked. Measurably overawed, as the Indians were, by the unexpected power with which the Americans had avenged Waiiletpu, it was not easy for them to agree among themselves as to the proper course for them to take in the future, but there was ever

after that war a prophecy of even more extensive war in the very atmosphere of the camps and councils of all the tribes east and west of the mountains. However, notwithstanding this embittered and ominous state of feeling on the part of the Indians, some years passed without any general outbreak among them. But in all these years there were many murders committed by individual Indians, and by straggling bands of various tribes, along the emigrant road and on the shores of Puget Sound. These murders were the occasional breaking forth of the savage and revengeful spirit that was seething beneath the generally impassive surface of the Indian's life, and each one was only a step toward the wide and dan-

gerous combinations of savage force, which clear-sighted whites saw was sure to be made at length, when the Indians would make one wide and mighty effort to retrieve their departing power, and recover their country from the possession of the hated white man. Some of these incidents were of the most tragic character, especially those that occurred on the line of emigrant travel, and to avenge them the various bodies of United States troops stationed in the country were sent far into the interior where they sought out, and, as far as possible, exterminated the small clans that had been guilty of these atrocities. Thus passed five or six years of disquiet and apprehension.

Meantime no treaties existed between the United States and the Indian tribes east of the Cascade mountains. Governor Stevens, after entering within the boundaries of the Territory of which he had been appointed governor, in 1853, had conferred with these tribes concerning the sale of their lands and they had expressed a willingness to dispose of them; but, as months elapsed and no treaties were concluded, they began to regret their promises, and gradually assumed an independent and belligerent attitude toward the whites. This feeling grew so deep and strong that, in January, 1855, Governor Stevens sent Mr. James Doty, one of his most trusted aids, among them, to ascertain their views on all pending points of controversy before he opened final negotiations with them. Through Doty's mediation the Yakimas, Nez Perces Cayuses, Walla Walla and several smaller tribes allied to them, agreed to meet Governor Stevens in a general council to be held in the Walla Walla valley in May, 1865. Kamiakin, head chief of the Yakimas, and one of the ablest Indians of his day, chose the council ground, although it was not within the territory of his own tribe, because from time immemorial it had been the council ground of the related tribes of this portion of the great Columbia valley. It was on the southern portion of the site of the present city of Walla Walla.

Mr. Joel Palmer, of Oregon, had been associated by the Government with Governor Stevens as commissioner to make the treaties. Providing themselves with a large quantity of Indian goods and agricultural implements for gifts at the close of the council, and obtaining a military escort of forty dragoons at Fort Dallas, the commissioners arrived at the appointed grounds on the 20th of May. The Indians did not begin to arrive until the 24th, when Lawyer and Looking-Glass, chiefs of the Nez Perces, arrived with their delegations. Two days later came the Cayuses, and on the 28th came the Yakimas under Kamiakin. When all had arrived there were not less than 4,000 Indians encamped upon the ground.

It became evident, before the council was organized, that the majority of the Indians were opposed to entering into any treaty; and after negotiations were begun, on the 30th day of the month, they proceeded very slowly for nearly two weeks before any conclusion could be reached.

The Indians delayed and debated, and in every way short of positive hostilities impeded the progress of the negotiations. This was partly owing to their fear that the commissioners would overreach them, and partly chargeable to "politics" among the Indians themselves.

The chiefs were ambitious, and hence jealous and envious of each other. The Nez Perces especially were divided. Joseph and Looking-Glass were unfriendly, while Lawyer, who had already pledged his word to Governor Stevens, remained firm in the position he had taken. Looking-Glass was the war chief of his nation, and had great influence. He remained away from the council until the 8th of June, and when he did arrive he was rude and insolent. But Lawyer remained firm, albeit it was more than suspected that there was a bit of shrewd Indian diplomacy in the apparently antagonistic positions of these two native statesmen, the design of which was to gain a stronger hold upon the whites, and to secure themselves in

the chieftainship of their tribes. Whether it was this or bitter political rivalry between them, it is impossible to tell. Whatever it was their antagonisms greatly delayed the proceedings of the council, and at times threatened to defeat its purposes altogether.

At the beginning of negotiations the chiefs of the Yakimas, Walla Walla and Cayuses were almost unanimous against treating. Kamiakin, Owhi, Peupeumoxmox were decided in their opposition; and, with only Lawyer among the leading chiefs of all these tribes in its favor, it appeared very doubtful if any could be concluded, and to fail in this was to render a general war certain at once.

Thus matters remained up to Saturday evening, the 9th of June,—at least this was their apparent position when the council adjourned that day. When it convened on Monday, the 11th, a change had come over the spirit of the Indians' dream. This probably arose from two causes: first Palmer had receded from his purpose to put all the Indians on one reservation and consented that each tribe should have a reservation of its own; and, secondly, some means, well understood among other than Indian politicians, had been found whereby the leading chieftains had become "convinced" that it was better for them to accede to the desires of the commissioners, and conclude a treaty with them. So on Monday, the 11th, all the chiefs, including Kamiakin himself, signed the treaty, Kamiakin declaring that it was only for the sake of his people, and not because he agreed with it, that he signed it. When all was concluded the vast Indian camp held a great scalp dance, in which 150 women took part, and after which they broke up their encampments and separated. On the 16th Governor Stevens proceeded towards the Blackfoot country, the government having directed him to enter into negotiations with that and other powerful tribes in the northeast portion of the Territory. He believed that he had secured peace with the great tribes of the middle Columbia, and went northward with high hopes of securing the

same result with those upon its upper waters.

Governor Stevens was accompanied by a special delegation of the Nez Perce under the special agency of William Craig. Craig was a man of much influence among the Indians, his wife being a Nez Perce and he having resided among them for many years. He always used that influence judiciously, and hence was much trusted by both Indians and whites. He was also attended by Agent R. H. Lansdale, special agent Doty, and Mr. A. H. Robie, all of whom were men well fitted to assist him in his undertaking. He reached the Blackfoot country about the middle of September, and soon concluded a treaty with that powerful tribe. Scarcely was this accomplished before he received intelligence that the Yakimas, Walla Walla Palouses and a part of the Nez Percés had already violated the treaty of Walla Walla, and were at war with the whites all over the eastern part of Washington, and that the Indian defection had extended to the tribes on Puget Sound, so that the whole Territory was under the horrors of Indian warfare. These great tribes lay directly across his pathway toward his capital. Advices from army officers recommended him to go home to Olympia by the way of St. Louis and New York. It was not like Governor Stevens to take this timorous advice and he determined to face toward the enemies that would dispute his advance, and get among his people at the earliest possible date. He at once sent an express to Fort Benton for additional arms and ammunition, and, leaving his command to move when their supplies arrived, himself moved forward with only A. H. Robie and an Indian interpreter to Bitter Root valley, where Agent Lansdale was in charge of the Flatheads. At Fort Owen, in that valley, he was joined by the Nez Percés delegation under Looking-Glass, Spotted Eagle, and Three Fathers, who agreed to accompany Stevens as a part of his escort, and who also promised to send a large party of Nez Perce warriors if necessary to escort him from Lapwai to The Dalles, if necessary, to defend him from the Yakimas. At Hell

Gate Pass he halted until his company arrived, and then crossed the Bitter Root mountains in three feet of snow, and pushed rapidly down to the Cœur d'Alene mission. Within twenty-five miles of it, with only two white men and four Nez Perces, he went forward and threw himself into the midst of the Cœur d'Alenes, as he says, "with our rifles in one hand and our arms stretched out on the other side, tendering them both the sword and the olive branch." The Nez Perces fully co-operated with Stevens, and the result was that the Cœur d'Alenes gave the governor a cordial welcome. But soon their manner changed, and they seemed undecided whether to commit themselves to peace or fulfill their engagement with emissaries of Kamiakin, who had left their camp only five days before Stevens' arrival, and enter the war combination extending all over the Northwest. Stevens did not give them any opportunity to retract their friendly professions but hastened on to the Spokane country, where he had resolved to hold a council. When he arrived here runners were sent to the Pend d'Oreilles, lower Spokane and Colville Indians summoning them to the council, and to Jesuit Fathers Ravelli and Joset, of the missions, to bring them together for that purpose.

The council was a stormy one. The Indians demanded a promise that the United States troops should not pass north of Snake river, but this Stevens would not give. Still he so far succeeded as to satisfy the Indians that the stories told by Kamiakin's agents were false, and they appeared satisfied and promised to remain peaceable. How far this was real could not be told, as the imperturbable surface of an Indian's face is no mirror to reflect the agitated deep of his heart. An incident will illustrate this.

Looking-Glass was one of the Nez Perces chiefs who had signed the treaty with Walla Walla. After the Blackfoot council Stevens was warned to keep a close watch on this professedly friendly Indian; one of his own Nez Perce guards. He set his interpreter to spy

upon him, and he was soon detected in explaining to a Spokane chief a plan to entrap Stevens when he should arrive in the Nez Perce country, and urging the Spokanes to a similar course. Referring to this incident, Stevens said: "I never communicated to Looking-Glass my knowledge of his plans, but knowing them I knew how to meet them in council. I also knew how to meet them in the country, and it gave me no difficulty." Still this incident shows that Looking-Glass, and without doubt, Kamiakin and Peupeumoxmox had no sincerity when they signed the treaty of Walla Walla, but simply wished to gain time in which to prepare for war.

When the Spokane council ended, the Spokanes, doubtless by collusion with Looking-Glass, and to carry out the plan laid by that crafty villain for the destruction of Stevens and his company, offered to escort him through the country of the Nez Perces, but Stevens declined their proffered "friendship." Instead, he enlarged his party by enlisting a battalion of miners to accompany him to The Dalles, so that he had a body of fifty. These he mounted on the best horse of the country, and, thoroughly equipped, then moved rapidly forward to encounter, for aught he knew, the whole war force of the confederated bands. A forced march of four days brought him to Lapwai, when the Nez Perces, under the influence of Craig, were already assembled for a council, which was immediately called by the Governor.

Up to this time Stevens had been ignorant of the events that had been occurring among the Yakimas, Klickitats and Walla Wallas, but in the midst of the council an express arrived from Walla Walla with news of the fighting in that valley and the death of Peupeumoxmox, together with the occupation of the country by the Oregon troops. The next day he moved forward toward Walla Walla and The Dalles, accompanied by sixty-nine well armed Nez Perces and the battalion of miners organized at Spokane, by the way of the seat of the war that was raging between him and his capital on Pu-

get Sound. When he arrived, on the 19th January, he found the country in a most deplorable condition, as all business was suspended, and the people were living in block houses on ac-

count of the Indian war that was now prevailing, not only east of the Cascade mountains but all along the shores of the Puget Sound.



CHAPTER XXVII.

INDIAN WARS, CONTINUED.

INDIANS CONCESSIONS STRATEGIC—LAWYER—KAMIAKIN AND PEUPEUMOXMOX—GOLD DISCOVERIES—INDIANS GREATLY EXCITED—AGENT BOLON VISITS KAMIAKIN—HIS MURDER—THE PURPOSE OF KAMIAKIN—EXPEDITION OF MAJOR HALLER—BATTLE AT SIMCOE—HALLER COMPELLED TO RETREAT—A GENERAL WAR BEGUN—PUGET SOUND VOLUNTEERS—LIEUTENANT SLAUGHTER'S EXPEDITION—EXPEDITION OF MAJOR RAINS—SMALL RESULTS—INDIANS ENCOURAGED—WAR ON PUGET SOUND—ABSENCE OF GOVERNOR STEVENS—ACTION OF ACTING GOVERNOR MASON—PEOPLE ON WHITE RIVER DRIVEN FROM THEIR HOMES—THE DECATUR—PROTEST OF MR. DENNY—MASSACRE ON WHITE RIVER—COUNTRY OVERRUN BY HOSTILES—ACTION OF INDIANS—CAPTAIN MALONEY'S EXPEDITION—DEATH OF CAPTAIN SLAUGHTER—FORCES EXHAUSTED.

PENDING the events recorded in the last chapter war had broken out, almost simultaneously on the plains of Eastern Washington and along the Puget Sound, and we must turn back a little, chronologically, in order to give our reader a knowledge of its story. It is proper also that we say it not only extended thus over all of Washington Territory, but also included nearly all of the frontiers of Oregon as well, and that the history of this war east of the Cascades involves, to a considerable extent, the campaigns of the troops raised by Oregon as well as those raised by Washington, although its theater was mainly in Washington, and so its history belongs properly to this Territory.

Our readers already understand the result of the Council of Walla Walla in May of 1855. Clearly the final concessions of the leading chiefs of the Yakima and Walla Walla tribes, together with such chiefs as Joseph and Looking-Glass, of the Nez Perces, were altogether strategic. They were at that time unprepared for war, and time must be gained, and to gain time they finally consented to sign the treaty. Probably Lawyer, at that time the most influential chief of the Nez Perces, was sincerely the friend

of the whites, as his subsequent action never involved him in any inconsistencies with that profession; but he could not control such men as Looking-Glass and Joseph, of his own tribe, and he had comparatively little influence with Kamiakin or Peupenmoxmox, of the Walla Wallas, both of whom were men of great ability and thoroughly the enemies of the whites. These men left the council ground of Walla Walla only to conspire for war. They sent emissaries into all the tribes within hundreds of miles, called and held war councils, and by their inflammatory appeals kept the minds of the tribes far and near in a fever of excitement and alarm. Other events also conspired to increase their agitation. During the summer of 1855, discoveries of gold were made in the upper Columbia regions, and the usual rush of miners into the newly discovered diggings took place, many entering the country by the way of Walla Walla, and others coming direct from Puget Sound over the Naches pass of the Cascades and directly through the country of Kamiakin. The excitement grew intense. Some of the chiefs declared that no Americans should pass through their territories. Rumors of

Indian murders began to circulate among the whites. This condition could have but one result, and that was not long in coming.

While these rumors were filling the air Mr. A. J. Bolon, special Indian agent, was on his way to meet Governor Stevens at the Spokane council. He had proceeded beyond the Dalles, when he met Gearry, a chief of the Spokanes, who communicated to him these rumors, when he resolved to visit Kamiakin in his own country alone, to ascertain this truth, and also to convince him that the whites desired peace.

Kamiakin's home was in the valley of the Ahtanahm, a few miles above the junction of that stream with the Yakima river. It was an isolated valley, away from the usual routes of white travel, although a Catholic mission had been established near it. At this time it was in charge of Brouillette, temporarily, it is said, as Pandosy had been in charge of it previously. Agent Bolon, it was known, reached the mission, had his conference with Kamiakin, and started on his return to The Dalles. Not reaching that place in the proper time, Nathan Olney, Agent at that place, sent out an Indian spy, who returned with the information that Bolon had been murdered while returning to the Dalles, by the order of Kamiakin, by Qualchien, son of Owli, and nephew of Kamiakin, while pretending to escort him on his homeward journey. This Kamiakin confessed to the Indian spy, whose report was confirmed by a letter from Brouillette to Olney, who also said that war had been the chief topic among the Yakimas ever since their return from the Walla Walla council.

It was the purpose of Kamiakin not to begin the war until winter, when he supposed no succor could reach the Dalles, and no troops cross the Columbia; but the contagion of murder among the Indians spread too rapidly, and so many murders were committed that Acting Governor Mason, in the absence of Governor Stevens in the Blackfoot country, made a requisition of forts Vancooven and Steilacoom for troops to protect travelers in the Yakima country, and also suggested that a company of

soldiers to meet Governor Stevens in the Spokane country in September would be of great use to him.

Major Rains, who was in command at The Dalles, ordered eighty-four men under Haller into the Yakima country to co-operate with a force to be sent from Steilacoom over the Cascade mountains. Haller moved on the 3d of October, his objective point being the Ahtanahm valley where Kamiakin resided. On the third day, when the troops had safely passed the timbered range of the Simcoe mountains, and were descending a long and rocky slope toward the Simcoe valley, some Indians appeared, and about three o'clock in the afternoon the troops were attacked by them on the borders of a small stream at the foot of the slope, where the Indians were concealed in the willow thickets bordering it. A sharp engagement commenced which lasted until night, when the Indians withdrew, leaving Haller with eight killed and wounded men. In the morning the attack was renewed, Haller moving toward a bold eminence a mile away, and the Indians endeavoring to surround him. On this eminence, without water and with little food, the troops fought all day. After dark an express was sent off to The Dalles to apprise Major Rains of the situation and obtain reinforcements. Haller found it necessary to retreat toward The Dalles, and, after burying his howitzer and burning such of the baggage and provisions as could not be transported, he organized his command into two divisions, the first under himself to care for the wounded and the second under Captain Russell to act as rear guard. His command was led up a very steep mountain face by a mistake of his guide, but a much safer way than would have been the trail which ascended the same mountain by a long, narrow cañon, in which the Indians could easily have destroyed his little army. On arriving in Klickitat valley, south of Simcoe mountains, the Indians, who had swarmed about his force, abandoned the pursuit, and the remainder of his retreat was unmolested.

While this disastrous campaign of Haller was going forward, Lieutenant W. A. Slaughter had crossed the Cascade mountains by the Naches pass with fifty men into the Yakima country, with the design of re-enforcing Haller, but, hearing of the defeat of the latter and finding so many Indians in the field, he prudently fell back to the west side of the mountains.

The results of the "Haller campaign," as it was known in the history of Washington, satisfied all that the Territory, in connection with the adjoining Territory of Oregon, must prepare at once for a heard and general war with all, or nearly all, of the powerful tribes within its bounds. Preparations were immediately begun both by the military and the Territorial authorities. A proclamation was issued calling for one company of eighty-seven men from Clarke county and another from Thurston county, to provide as far as possible for their own arms and equipments, and to report to the commanding officers at Vancouver and Steilacoom. The sloop of war Decatur and the revenue-cutter Jefferson Davis were then in Puget Sound, and applications were made to them for arms, and the request was granted.

The Puget Sound mounted volunteers, with Gilmore Hays as captain, were organized, and reported themselves to the commanding officer at Fort Steilacoom on the 20th of October, and on the 21st were sent forward to White river as a reinforcement to Lieutenant Slaughter, who, as we have seen, had gone through the Naches pass into the Yakima country, but had again fallen back to the upper prairie on White river, and was now there awaiting the organization of a sufficient force to return to that country. A company of rangers was also organized, under a proclamation of Acting Governor Mason, and took the field on the 23d to watch the passes of the mountains and guard the settlements from invasion from that quarter. Four companies of reserves were also called for to be enrolled at Vancouver, Cathlamet, Olympia, and Seattle, for any emergency that might arise. Major Rains, of the regular army, who was about

to take the field in person against the Yakimas, was appointed brigadier-general of the forces of the Territory during the war, and James Tilton, Adjutant-General. In conjunction with this action on the part of Washington, several companies were raised in Oregon, with J. W. Nesmith in command with orders to proceed to the seat of war and co-operate with Rains.

So rapidly, under the impulse of the universal danger, were the arrangements completed and the forces concentrated, that Rains was prepared to leave The Dalles for the Yakima country on the 30th of October, with a force of about 700 men. On the 4th of November, Nesmith, with four companies of Oregon volunteers, overtook Rains' force, and marched with it to the battleground of Haller, where they arrived on the 7th. On the 8th there was a slight skirmish with the Indians, who were now less daring when a strong force was opposed to them than when they were confronted only by the handful of Haller, and having fast and fleet horses they could always easily escape pursuit.

There was little in the history of this campaign of Rains that would repay the reader for perusal, should we take time to record it. A small fight took place at the Yakima Gap, where that stream flows through a range of hills, just below the present Yakima City, but the Indians escaped, and on the 10th the command proceeded to the Ahtanahm mission, the home of Kamia-kin, which they found deserted. Nesmith, with the Oregon volunteers, soon proceeded down the Yakima to Walla Walla to hold that valley against the "hostiles," while Rains left his force to build a block house on the southern border of the Yakima country, and reported in person to General Wool, who had just arrived at Vancouver with a number of officers, fifty dragoons, and a great quantity of arms and ammunition. General Wool suspended active operations until he had time to plan a campaign. Before this was done the Columbia was frozen over, and communications with the upper country were completely cut off for nearly a month. This closed the campaign of Rains in the an-

turn and early winter of 1855. On the whole it tended to encourage the Indians, and whet rather than dull their appetite for war.

While these events were transpiring east of the Cascade mountains, other and more tragic ones were occurring on Puget Sound. About the 1st of October, Mr. Porter had been driven from his claim at the head of White river valley and soon after all the families of the valley fled to Seattle for safety. Later in the month, while a company of nineteen rangers, under Captain Charles Eaton, were scouting the country in search of Leschi, the Nisqually chief, Lieutenant McAllister and M. Connell were killed, and the entire party were besieged in a log house, where they had taken refuge until succor came. But the Indians did not push their aggressions for a time, as they desired the troops to leave the valley for the Yakima country before they made the final onslaught upon the settlements. This was shrewd tactics on their part, for they fully expected that the troops sent to Yakima would be destroyed there, and the settlements of the Sound country would fall an easy prey to their vengeance.

While these events were transpiring, Governor Stevens, who was so well qualified to deal with such questions and such people, was absent from the scene of action. Those who had charge of things in his absence were not so well qualified to deal with them. While sincerity of purpose may be accorded Acting Governor Mason, his action and advice were not wise and judicious. In company with a squad of soldiers from Steilacoom, he visited the prairie from which Porter had been driven, and held a talk with the Indians who succeeded in deceiving him by professing friendship for the whites. He returned to Seattle and told the people who had fled from the valley of White river on the occurrences just related, that they ought to return to their homes at once and trust to the friendly professions of the Indians. Some listened to his advice and returned, although such men as Mr. A. A. Denny, and others well posted in Indian affairs, strongly protested against it. Even

Captain Sterrett, of the United States sloop of war, Decatur, then in the harbor for the defense of the place, was strongly inclined to join in the advice of Mason, and only after a most vigorous statement of the danger by Mr. Denny did he postpone his intention of getting his ship under weigh and abandoning the place and people to their fate. A few days sufficed to deceive all as to the intentions of the Indians, for, on the morning of the 28th of October, they fell upon the farming settlements, killing W. H. Brannan, wife and child, H. N. Jones and wife, G. E. King and wife and Enos Cooper. Some who escaped fled and warned the people lower down the valley, who again fled to Seattle. The fugitives reached Seattle about eight o'clock at night, and the next day C. C. Hewitt, with a company of volunteers, started for the scene of the tragedy to bring the dead and rescue any who were yet alive. All the country between the Sound and the mountains, including White river and Puyallup and contiguous valleys, was overrun by bands of hostile Indians, and all the region from Olympia to the Cowlitz was deserted by its inhabitants, who had either shut themselves up in block-houses or gone into the towns for protection. Fully half of the able-bodied men of this region, if not of the whole Territory, had entered the volunteer service, and the other half as home-guard, had all they could do to protect the women and children.

The authorities of the Indian service published a notice requiring all the Indians to form encampments at various accessible points along the Sound, and special agents were appointed to look after them. This was done for the purpose of separating the friendly Indians from the hostiles, a measure that would greatly diminish the influence of the latter. Governor Douglas, of the Hudson's Bay Company, very generously sent their armed steamer Otter to remain at Nisqually for a time, and sent with her fifty stand of arms and a large supply of ammunition.

Captain Maloney, in command of Fort Steilacoom, endeavored to arrange a campaign in the Puyallup and White river regions which would

uncover the hostiles and destroy or drive them out of the country. But the country was very difficult for campaigning, as it was heavily timbered and covered with a dense undergrowth besides. Lieutenant Slaughter, Captain Wallace and Captain Hewitt were in command of different companies which were to converge from different directions toward White River valley. Their marches were constantly harassed by attacks from concealed Indians. Little but marches and countermarches was accomplished. The Indians waylaid them on their marches, beat up their quarters at night, and, without any considerable battles, kept the column in constant alarm. On the evening of December 4, while a conference was being held between Lieutenant Slaughter and other officers in the light of a fire near the door of a cabin, the brave and accomplished Slaughter was shot

through the heart and died without uttering a word. He was greatly esteemed, and his death cast a deep gloom over the entire community. He was of the regular army, a graduate of West Point, and deservedly held a high personal rank in the estimation of his brother officers. After shooting Lieutenant Slaughter, the Indians kept up a continuous fire for several hours, killing and wounding eight men. Soon after this affair, Captain E. D. Keyes, afterward General Keyes of the Union army, who was in command of Fort Steilacoom, announced that it was necessary to withdraw the men from the field and put them into garrison, as many of them were sick, and the pack-horses were worn out by the severities of the travel. Accordingly they were stationed at such points as would afford the best protection to the settlements, and active campaigning ceased for the remainder of the winter.



CHAPTER XXVIII.

INDIAN WARS, CONTINUED.

INDIAN ACTIVITY—DESIGN TO ATTACK SEATTLE—SLOOP OF WAR DECATUR—YAKIMAS UNDER OWHI—INDIAN CAMPS—COUNCIL OF INDIAN CHIEFS—A SPY PRESENT—TIME FIXED FOR ATTACK—CURLY'S CAMP—ATTACK MADE—CONFLICT ALL DAY—INDIANS DEFEATED—THE NORTHERN INDIANS—SHIPS OF WAR—COLONEL EBEL MURDERED—HIS CHARACTER—CONTINUED DEPREDACTIONS.

NOTWITHSTANDING the troops were withdrawn from the field, the Indians did not cease their activity. Intimations of their design to attack Seattle were constantly alarming the people of that place. About the 1st of January, 1856, the plans of the Indians to that end drew toward a culmination. The sloop of war Decatur was still in the harbor. She had been injured by striking on a reef near Bainbridge island, and her commander, Captain Gansevoort, was obliged to remove her batteries to the shore while repairing her keel. While she was drawn up on the beach the Indians resolved to begin their attack by capturing the vessel in order to gain posses-

sion of her arms and ammunition. Before they were ready to make the attack, however, her repairs were completed and her guns replaced on her decks. Their failure to capture the vessel, however, did not discourage the Indians, but they continued their preparations to attack the place. Indians from the east side of the Cascade mountains, under Owhi, a Yakima chief, mentioned elsewhere, joined those on the west side under Coquilton. The hostile bands from near and far had drawn in about the little city that then was no more than a hamlet surrounding a sawmill. Except the few men resident in the place, the entire force available for its protection and the defense of the sloop of war was

the 150, all told, that manned the vessel. Over 100 of these were stationed on shore, the remainder being left to guard the vessel.

Back of the little hamlet were steep, wooded bluffs, and back of these a rough and densely timbered country. At various points about the place were Indian camps occupied by Indians who claimed to be friendly. But they were not all reliably so, even if any were, and a knowledge of that fact kept the whites on a vigilant guard. The air was full of the contagion of murder and warfare, and the Indian camps, especially at night, were the scenes of excited and savage plottings. In the afternoon of January 25, the crew of the Decatur were placed at their stations on the shore. Late in the evening some strange Indians were seen carelessly sauntering through the streets of the town, which aroused the suspicions of the people, and an Indian known to the whites as Curley was sent into the camps to reconnoiter. At ten o'clock he brought back assurances that there were no Indians except those who had their permanent camps in the neighborhood. Within two hours of the time of making this report, in the lodge of this very Indian, a council of Indian chiefs, consisting of Leschi, Owhi, Tecumseh, Yarkkeman and himself, was held, and plans were arranged for an immediate attack on the place. The plan was for the "friendly" Indians to prevent the escape of the people to the two ships that were anchored in the bay, while the warriors, who were assembled in the woods immediately back of the town, made the assault. In this way they expected to destroy all the inhabitants of the place before morning, and then they intended to attack the vessels.

Most fortunately for the people of the place, Yarkkeman—otherwise known to the whites as "Jim"—was present at the council in Curley's lodge as a spy, and not as a conspirator. He intended to put the commander of the Decatur on his guard, and to do this must gain time. He convinced the conspirators that a better time for attack would be after the men from the Decatur had returned to the ship in the morn-

ing, laid aside their guns, and retired to rest. So the time fixed for the attack was ten o'clock in the forenoon instead of three o'clock in the morning. Jim found an opportunity to convey the intelligence of the intended attack to the commander of the Decatur.

After the conference at Curley's lodge, the Indians crept up to the very borders of the town, and concealed themselves in squads near each house. At seven o'clock the Decatur's men returned to the vessel for breakfast and rest.

At the camp of Curley there were quite a number of non-combatants who were hurrying into canoes, carrying their property with them, and hastily preparing to go to some other place. One of the Indian women,—the mother of "Jim,"—on being interrogated about the matter, replied that there were hosts of "Klickitats" at Tom Pepper's house, which was situated at the foot of the hills, within range of the howitzer in battery. As soon as this information was given, the men from the sloop were ordered ashore again, and Captain Gansevoort ordered a shell dropped into the house where it was said the Klickitats were congregated. The boom of the howitzer was instantly answered by a crash of musketry from all along the woods in the rear of the town, accompanied by the war-whoop from 1,000 savage throats. The promptness of the Indians in replying to the discharge of the howitzer demonstrated that they were fully in position for their assault, and in sufficient numbers to justify their expectation of its easy capture. Had their assault been made without the general alarm caused by the firing of the howitzer, doubtless many of the most exposed families would have been butchered, but in that alarm these fled to the block-house, and but two persons were killed. Two houses were burned and several more plundered during the day and evening. The salvation of the town was secured by the range of the guns of the Decatur, which kept the Indians so far away as to prevent their muskets doing much execution. All day this kind of warfare was continued, the Indians at

times making charges upon the marines, and being driven back from the muzzles of their guns. The usual bravado and gasconade of the Indians were indulged in by some of them, notably by Curley, either friend or enemy of the whites as the fancy of the moment took him. On the morning of the 27th it was found that they had given up the contest and withdrawn.

This attempt to capture Seattle was the great effort of the Indians in the war upon the Sound. It was understood from Olympia to Port Townsend and Bellingham Bay. It was under the direction of Leschi and Owhi, one at the head of the Sound Indians and the other leading the Yakimas and Klickitats from east of the mountains. Had they succeeded in their attempt upon Seattle it would have combined all the tribes west of the Cascade mountains in a war of extermination against the whites. Failing, these tribes concealed their complicity in this plan and remained neutral.

The remainder of the Indian war upon the Sound was mainly with bands of "Northern Indians" coming over from the British Columbia side of the Straits of Fuca, and was mostly conducted on the side of the whites by the United States steamers *Massachusetts* and *John Hancock* and the sloop of war *Decatur*. These Indians were of the Longa Hydah, Stickene and Shineshean tribes. They were not driven from the Sound until late in the autumn, and then

after a more severe chastisement inflicted upon them by the guns of the vessels of war, and the assaults of the marines under the lead of Lieutenants Simms and Forest. But even this did not conclude their incursions, for, on the 11th of August of 1857, a body of them again landed on Whidby island, went to the house of I. N. Ebey, shot him, cut off his head, robbed the premises and escaped before the alarm could be given. Mr. Ebey was one of the most considerable men of the Territory, and the Indians chose him for their vengeance because of his rank and value to the community, in revenge for the losses inflicted upon them by the vessels of war in the preceding autumn. Other depredations followed during that summer, but they were of a discursive character, and were met with such vigilant opposition on the part of the people and the vessels of war that comparatively little needs to be recorded of them. They professed that these acts were all retaliatory for the injuries done them in 1856.

To the cursory reader these events may appear but little like a real Indian war. Still the region over which they spread, the small number of the whites in the country and their scattered condition, are all to be taken into the account in our history, and when these things are considered it appears doubtful if any portion of the coast really suffered more, or the people were in greater danger from their Indian wars, than those of Puget Sound at this time.



CHAPTER XXIX.

INDIAN WARS, CONTINUED.

EAST OF THE CASCADES—COLUMN MOVED TO WALLA WALLA—TROOPS UNDER COLONEL KELLY—PEUPEUMOXMOX SLAIN—HIS CHARACTER—BATTLE ON THE WALLA WALLA—CAPTAIN BENNETT KILLED—T. R. CORNILIUS APPOINTED COLONEL—COLUMN MOVES NORTHWARD—COLONEL WRIGHT—MOVEMENT OF TROOPS—"THE CASCADES"—GENERAL WOOL—WRIGHT MARCHES FROM THE DAILLES—THE CASCADES ATTACKED—ACCOUNT OF THE BATTLE—WRIGHT'S COURSE APPROVED—"PHIL SHERIDAN."

THE events of the war now require us to return with our readers to the country east of the Cascade mountains, where the most powerful Indian tribes resided. Many had advised a winter campaign against the Yakimas in 1855-'56, but Colonel Nesmith of the Oregon mounted volunteers advised against it, as the mountain trails were covered with deep snows and his animals were broken down, as well as a number of his men severely frost-bitten. As the column was so poorly supplied this was wise advice. So strong was the Indian combination, and their leaders were so well acquainted with the country in which a column must have operated, that a campaign would have been disastrous, if it had not ended in the complete destruction of the invading column. Instead therefore of invading the Yakima country from The Dalles the column moved up the Columbia toward Walla Walla. On the 18th of November it reached the crossing of the Umatilla, where a stockade was erected and named Fort Henrietta, in honor of the wife of Major Haller.

On the night of December 2d the troops, now under the command of Lieutenant Colonel Kelly, moved forward toward Walla Walla. On the way *Peupeumoxmox*, or Yellow Serpent, the great Walla Walla chief, met these troops with a flag of truce displayed, and a conference was held with him; but, as the whites suspected that the chief was attempting to entrap them into an ambush, the Indians with the flag were detained as prisoners, or, as it was claimed, hostages,

while the army marched forward toward Waiilatpu. On the way, during some firing that produced considerable excitement, *Peupeumoxmox* was shot.

He was a wealthy and powerful chieftain, and a man of great ability. He had figured prominently in the conflicts both of opinion and arms that had marked the early years of the occupancy of Eastern Washington and Eastern Oregon by the whites, and was considered, on the whole, friendly to the Americans rather than to the Hudson's Bay Company. There was much criticism of the manner of his taking off, but, at this time he was undoubtedly hostile, and no doubt had a complete understanding with *Kamiakin*, so that, while there was a color of impropriety in his detention as a prisoner in the manner in which he was taken off, it was after all not so strange that in the excitement of an attack made upon the column in advance by the Walla Walla warriors, his guard should kill the chief as they did. While we cannot fully justify it, we cannot join in the strong sentimental criticism of it in which some writers have indulged. Indian conflicts cannot be strictly judged by the codes of civilized warfare.

The fight which began at the killing of *Peupeumoxmox* continued through the 8th and 9th of December, in which the whites suffered quite severely. Captain Bennett, of Company F, Oregon Volunteers was killed, some others mortally and quite a number severely wounded. It was estimated that 100 Indians were killed and wounded.

The battle was fought on the Walla Walla river, near the old mission station of Dr. Whitman, and is considered among the greatest struggles of this war.

About this time Colonel Kelly resigned and was succeeded by T. R. Cornelius as Colonel, to whose place Major Davis Layton, of Linn county, in Oregon, was elevated. The year was closing, and with it the active operations of the forces in the field. The time up the first of March, 1856, was spent in the reorganization of the forces and putting the column in readiness for the summer service. This done Colonel Cornelius set out on the 9th of March with 600 men toward the north and west. He led his troops across Snake river and across the Columbia to the mouth of the Yakima, about twenty-five miles above old Fort Walla Walla, where he arrived on the 30th. He had met but few Indians. On the 31st he crossed the great river, intending to march up it through the country of Kamiakin, who was conceded to be the leading spirit of the war, and humble that proud chieftain and subdue his people. Here he received news of a most startling nature from another portion of the theater of war much nearer the settlements of the whites. To the history of this event we must now turn.

Colonel George Wright, at this time in command at Vancouver, early in March moved all his forces but three companies to The Dalles for employment in the Yakima country. About the middle of the month General Wool arrived and took command of the district. He immediately ordered two of the three companies to Fort Steilacoom on Puget Sound. This movement could only have been the result of palpable ignorance of the topography of the field he would have to cover, and the location and strength of the hostile tribes. It left the most exposed part of that field practically uncovered, and especially the pass or portage of the Cascades, over which all troops and supplies destined for service east of the mountains must pass. At a block-house in this pass a company had been posted, but on the 24th of March this too was ordered away,

leaving only a guard of eight men under a sergeant to protect this most important point.

This place, known technically as "The Cascades," is where the Columbia river has cut its way through the great Cascade range, and where occur the great rapids of that stream which destroy its navigation for some miles. A rough road connected the river below with the river above these rapids. This road led through a rough, rocky, heavily timbered pass, dark and dank with the shadows of the great mountains and the enormous timber, and rendered wild and weird by the rush and roar of the stormy waters of the great stream which foamed angrily by. At the upper end of the portage was a sawmill, with several families and a store; a little lower down the trading house of Bradford & Company. Near the middle of the Portage lived the family of Griswold, and at its lower end that of W. K. Kilbourn. From this place a trail led through the eastern spurs of the Cascade mountains to the northeast over the base of Mount Adams into the Yakima country, and another up the river to the country of the Klickitats on the valley of that name north of The Dalles. On these trails this point was open to the incursions of these two powerful tribes, and it was this point, thus exposed, that General Wool abandoned to the chances of Indian cunning and enterprise. Let us hasten to record the result.

General Wool had returned to California. Colonel Wright had marched his whole force out from the The Dalles, leaving his rear entirely unguarded. The Yakimas and Klickitats, anticipating such a movement on the part of Wright, had gathered their warriors near the Cascades, and on the morning of the 26th of March suddenly appeared in force in the woods and on the rocky pinnacles about the Cascade settlements. The hour was early, just after the people had begun their work, and when they were entirely unprepared to meet the savage assault. A small steamer—the *Mary*—was lying at the little wharf and about to leave for her daily trip to The Dalles. From this point the story of the attack can be better told by a

participant in the defence, Mr. L. W. Coe, addressed to Mr. Putnam F. Bradford, who, with his brother, D. F. Bradford, was at that time engaged in building a wooden tramway around the rapids. In a letter to Mr. Bradford, written but two or three days after the events recorded, he gives this graphic description of them:

"On Wednesday, March 26th, at about 8:30 A. M., after the men had gone to their work on the two bridges on the tramway, the Yakimas came down upon us. There was a line of them from Mill creek above us to the big pond at the head of the falls, firing simultaneously on the men; and the first notice we had of them was their bullets and the crack of their guns. Of our men at the first fire one was killed and several wounded. Our men, on seeing the Indians all run for our store, through a shower of bullets, except three who started down stream for the middle blockhouse a mile and a half distant. Bush and his family also ran into our store, leaving his own house vacant. The Watkins' family came to our store after a boy had been shot in their house. There was grand confusion in our store at first; and Sinclair, of Walla Walla, going to the railroad door to look out, was shot from the bank above and instantly killed.

"Some of us then commenced getting the guns and rifles, which were ready loaded, from behind the counter. Fortunately about an hour before there had been left with us for transportation below nine United States Government rifles with cartridge boxes and ammunition. These saved us. As the upper story of the house was abandoned, Smith, the cook, having come below, and as the stairway was outside where we dare not go, the stove-pipe was hauled down, the hole enlarged with axes, and a party of men crawled up, and the upper part of the house soon secured. We were surprised that the Indians had not rushed into the upper story, as there was nothing nor nobody to prevent them.

"Our men soon got some shots at the Indians on the bank above us. I saw Bush shoot an Indian who was drawing a bead on Mrs. Wat-

kins as she was running for our store. He dropped instantly. Alexander and others mounted into the gable under the roof, and from there was done most of our firing. In the meantime we were barricading in the store, making port-holes and firing when opportunity offered; but the Indians were soon very cautious about exposing themselves. I took charge of the store, Dan Bradford of the second floor and Alexander of the garret and roof.

"The steamer Mary was lying at the mouth of Mill creek, and the wind was blowing strong down stream. When we saw the Indians running toward her and heard the shots, we supposed she would be taken; and as she lay just out of our sight, and we saw smoke rising from her, concluded she was burning, but what was our glad surprise after a while to see her put out and run across the river?

"The Indians now returned in force to us, and we gave every one a shot who showed himself. They were nearly naked, painted red, and had guns and bows and arrows. After a while Finlay came creeping around the lower point of the island toward our house. We hallooed to him to lie down behind a rock, and he did so. He called to us that he could not get to the store as the bank above us was covered with Indians. He saw Watkins' house burn while there. The Indians first took out all they wanted,—blankets, clothes, guns, etc. By this time the Indians had crossed in canoes to the island, and we saw them coming, as we supposed, after Finlay. We then saw Watkins and Bailey running around the river side toward the place where Finlay was, and the Indians in full chase after them. As our own men came around the point in full view, Bailey was shot through the arm and leg. He continued on, and, plunging into the river, swam to the front of our store and came in safely, except for his wounds. He narrowly escaped going over the falls. Finlay also swam across and got in unharmed, which was wonderful, as there were showers of bullets all around them.

"Watkins next came running around the point, and we called to him to lie down behind a rock; but before he could do so he was shot in the wrist, the ball going up the arm and out above the elbow. He dropped behind a rock just as the pursuing Indians came following around the point, but we gave them so hot a reception from our house that they backed out and left poor Watkins where he lay. We called to him to lie still and we would get him off; but we were not able to do so until the arrival from The Dalles of the steamer Mary with troops, two days and nights afterward. During this time Watkins fainted several times from weakness and exposure, the weather being very cold, and he was stripped down to his underclothing for swimming. When he fainted he would roll down the steep bank into the river, and, the ice-cold water numbing him, he would crawl back under fire to his retreat behind the rock. Meantime, his wife and children were in the store, in full view, and moaning piteously at his terrible situation. He died from exhaustion two days after he was rescued.

"The Indians were now pitching into us 'right smart.' They tried to burn us out; threw rocks and fire-brands, hot-irons, pitch-wood, everything on to the roof that would burn. But you will recollect that for a short distance back the bank inclined toward the house, and we could see and shoot the Indians that appeared there. So they had to throw from such a distance that the largest rocks and bundles of fire did not quite reach us, and what did generally rolled off the roof. Sometimes the roof got on fire, and we cut it out, or with cups of brine drawn from the pork barrels put it out, or with long sticks shoved off the fire-balls. The kitchen roof troubled us much. How they did pepper us with rocks! some of the big ones would shake the house all over.

"There were now forty men, women and children in the house—four women and eighteen men that could fight, and eighteen wounded men and children. The steamer Wasco was on the Oregon side of the river. We saw her steam

up and leave for The Dalles. Shortly after the steamer Mary also left. So passed the day, during which the Indians had burned Inman's two houses, your sawmill and houses, and the lumber yards at the mouth of Mill Creek. At daylight they set fire to your new warehouse on the island, making it light as day around us. I suppose that they reserved this building for night that we might not get Watkins off. They did not attack us at night, but the second morning commenced as lively as ever. We had no water, but did have about a dozen of ale and a few bottles of whisky. These gave out during the day. During the night a Spokane Indian who was traveling with Sinclair, and was in the store with us, volunteered to get a pail of water from the river. I consented, and he stripped himself naked, jumped out and down the bank and was back in no time. By this time we looked for the steamer from The Dalles, and were greatly disappointed at her non-arrival. We weathered it out during the day, every man keeping his post and none relaxing in vigilance. Every moving object, shadow, or suspicious bush upon the hill received a shot. The Indians must have thought the house a bomb-shell. To our ceaseless vigilance I ascribe our safety. Night came again; Bush's house near by was also fired, keeping us in light until four A. M., when darkness returning I sent the Spokane Indian for water from the river and he filled two barrels. He went to and fro like lightning. We also slipped poor James Sinclair's body down the slide outside, as the corpse was quite offensive.

"The two steamers now having exceeded the length of time we gave them in which to return from The Dalles, we made up our minds for a long siege and until relief came from below. We could not account for it, but supposed the Ninth Regiment had left The Dalles for Walla Walla, and had proceeded too far to return. The third morning dawned, and lo! the Mary and Wasco, blue with soldiers, and towing a flat-boat with dragoon horses, hove in sight. *Such a hallo as we gave!*

"As the steamer landed the Indians fired twenty or thirty shot into them, but we could not ascertain with any effect. The soldiers as they landed could not be restrained but plunged into the woods in every direction, while the howitzers sent grape after the retreating redskins. The soldiers were soon at our store, and we, I think I may say, experienced quite a feeling of relief on opening our doors.

"During this time we had not heard from below. A company of dragoons under Colonel Steptoe went on down. The block-house of the middle cascades still held out. Allen's house was burned and every other one below; G. W. Johnson, S. M. Hamilton, F. A. Chenoweth, the wharf-boat at the cascades,—all gone up.

"Next in order came the attack on the Mary. She lay in Mill creek, no fires, and the wind hard ashore. Jim Thompson, John Woodward and Jim Herman were just going up to the boat from our store as they were fired upon. Hamilton asked if they had any guns. No. He went up to Inman's house, the rest staying to help the steamer out. Captain Dan Baughman and Thompson went ashore on the upper side of the creek, hauling on lines, when the firing of the Indians became so hot that they ran for the woods, past Inman's house. The fireman, James Lindsley, was shot through the shoulder; Engineer Buckminster shot an Indian with his revolver on the gang-plank, and little Johnny Chance while climbing upon the hurricane deck with an old dragoon pistol killed his Indian, but he was shot through the leg in doing so. Dick Turpin, half crazy probably, taking the only gun on the steamboat, plunged into a flat-boat lying along side, was shot, and plunged overboard and was drowned. Fire was soon started under the boiler and steam was rising. About this time Jesse Kempton, shot, while driving an ox team from the sawmill, got on board; also a half breed named Bourbon, who was shot through the body. After sufficient steam to move was raised, Hardin Chenoweth ran up into the pilot house, and, lying on

the floor, turned the wheel, as he was directed, from the lower deck. It is needless to say that the pilot house was the target for the Indians. After the steamer was backed out and turned around he did toot that whistle at them good. Toot! toot!! toot!!! It was music in our ears. The steamer picked up Herman from the bank above. Inman's family, Shepperd and Vanderpool all got across the river in skiffs, and, boarding the Mary, went to The Dalles.

"Colonel George Wright and the Ninth Regiment, Second Dragoons and Third Artillery had started for Walla Walla, and were out five miles and camped when the Mary reached The Dalles. They received news of the attack at 11 p. m., and by daylight were back to The Dalles. Starting down, they only reached Wind mountain that night, as the Mary's boiler was in bad condition because of a new fireman the day before. They reached us the next morning at six o'clock.

"Now for below. George Johnson was about to get a boat crew of Indians when Indian Jack came running to him saying the Yakimas had attacked the block-house. He did not believe it, though he heard the cannon. He went up to the Indian village on the sand-bar to get his crew, saw some of the Cascade Indians who said they thought the Yakimas had come, and George, now hearing the muskets, ran for home. E. W. Baughman was with him. Bill Murphy had left the block-house early for the Indian camp and had nearly returned before he saw the Indians, or was shot at. He returned, two others with him and ran for George Johnson's, about thirty Indians in chase. After reaching Johnson's he continued on and gave Hamilton and all below warning, and the families all embarked in small boats for Vancouver. The men would have barricaded in the wharf-boat but for want of ammunition. There was considerable Government freight in the wharf-boat. They stayed about the wharf-boat and schooner nearly all day and until the Indians began firing at them from the zinc house on the bank. They then shoved out. Sammy Price was shot

through the leg in getting the boat into the stream. Floating down they met the steamer Belle with Phil. Sheridan and fifty men, sent up on report of an express sent down by Indian Simpson in the morning. George and those with him went on board and volunteered to serve under Sheridan, who landed at George's place and found everything burned. The steamer returned and the Indians pitched into Sheridan and fought him all day and drove him with forty men and ten volunteers to below Hamilton, notwithstanding he had a small cannon. One soldier was killed.

"The steamer Belle returned the next day (third of the attack) and brought ammunition for the block house. Your partner, Bishop, who was in Portland, came up on her. Steamer Fashion, with volunteers from Portland, came at the same time. The volunteers remained at the Lower Cascades. Sheridan took his command, and with a batteau loaded with ammunition crossed to Bradford's island on the Oregon side, where they found most of the Cascade Indians, they having been ordered by George Johnson to go there on the first day of the attack. They were crossing and re-crossing all the time and Sheridan made them prisoners. He passed a boat's crew, and as they towed up to the head of the island and above saw great numbers of Indians on the Washington Territory side and opposite them. Sheridan expected them to cross and fight him, and between them and the 'friendly' (?) Indians in his charge thought he had his hands full.

"Just then Sheridan discovered Steptoe and his troops coming down from the Mary, surprising completely the Indians, who were cooking beef and watching Sheridan across the river. But on the sound of the bugle the Indians fled like deer into the woods with the loss of only one killed—'old Joanam.' But for the bugle they ought to have captured fifty.

"The Indians Sheridan took on the island were closely guarded. Old Chenoweth—chief—

was brought up before Colonel Wright, tried, and sentenced to be hung. The Cascade Indians, being under treaty, were adjudged guilty of treason in fighting. Chenoweth died game. He was hung on the upper side of Mill creek. I acted as interpreter. He offered two horses, two squaws, and a little something to every 'tyee' for his life; said he was afraid of the grave in the ground, and begged to be put into an Indian dead-house. He gave a terrific war whoop while the rope was being put about his neck. I thought he expected the Indians to come and rescue him. The rope did not work well, and while hanging he muttered, 'Wake nika kwass kopa memaloose' (I am not afraid to die). He was then shot. I was glad to see the old devil killed, being satisfied that he was at the bottom of all trouble. * * * * We do not know how many Indians there were. They attacked the block house, our place, and drove Sheridan all at the same time. We think there were not less than three hundred."

Such is the account, somewhat abbreviated, of this, one of the most thrilling and tragic events in all the Indian wars of Washington, by a careful observer as well as a brave participant in it. The course of Colonel Wright, who had command of the United States troops in the department, met the unqualified favor of the people of the Territory. Here "Phil. Sheridan," then a lieutenant only, first appears prominently on the page of history. His conduct was greatly praised. On the part of the Indians there was not only cunning and persistency, but intelligent tactics and bravery. That they did not succeed in entirely destroying the settlement at the Cascade was due first to the fortuitous—or it may be Providential—leaving of the nine United States rifles with plenty of ammunition at the store only a few hours before the attack began, and the Saxon courage and determination with which the defence was made.



CHAPTER XXX.

INDIAN WARS, CONTINUED.

COLONEL WRIGHT MOVES NORTH—FINDS THE INDIANS IN THE NACHES—REINFORCEMENTS—RETURN TO THE DALLES—DANGER OF INDIAN CONFEDERACY—STEVENS' WISE ACTION—COLUMN FROM PUGET SOUND CROSSES THE CASCADES—HOSTILE BANDS SCATTERED—TROOPS CONCENTRATED AT WALLA WALLA—COLONEL SHAW MOVES TO GRANDE RONDE VALLEY—BATTLE IN THAT VALLEY—MAJOR MAXON—MAJOR LAYTON'S MOVEMENTS TO JOHN DAY'S—BATTLE ON BURNT RIVER—PEACE EMBASSY FAILED—PROMPT ACTION OF COLONEL SHAW—THE NEZ PERCES APPEARED—COLONEL WRIGHT—MILITARY POST ESTABLISHED—GOVERNOR STEVENS CALLS A GENERAL COUNCIL—SITUATION ALARMING—ARRIVAL OF KAMIAKIN—FAILURE OF COUNCIL—STEVENS' ADDRESS—MILITARY AND CIVIL OFFICERS DISAGREE—STEVENS SET OUT FOR THE DALLES—ATTACKED BY THE INDIANS—A BLOCK HOUSE BUILT—A TEMPORARY PEACE.

IN the last chapter our readers have seen that the movement of Colonel Wright and his troops into the Walla Walla country was suddenly interrupted by the attack of the Yakimas and Klickitats on the Cascades. After he had succeeded in relieving that imperiled point, and had inflicted a heavy retribution on the Indians engaged in it, he returned to the Dalles, and soon moved northward into the Yakima country, the scene of Major Haller's former campaign. General Wool had instructed Colonel Wright to find Kamiakin, the great chief of the Yakimas, and hold a council of peace with him. He moved north from The Dalles about the first of May, and on the 8th met the Indians near the Naches river. They declined all his advance toward negotiations. On the eleventh, having ascertained that not less than 1,000 warriors confronted him, he dispatched a courier to the Dalles for reinforcements. Three companies responded to his call. With these his effective force was only 350 men. He remained at this point for several weeks vainly endeavoring to hold a council with Kamiakin. No chiefs came near him, although a few Indians visited him occasionally to spy upon his movements. The Indians at last moved away from the vicinity, and nothing was left the Colonel but a return to The Dalles, having accomplished nothing, and only leaving the Indians more firmly fixed in their hostility, and

the danger of a thorough confederacy of all the tribes east of the mountains against the whites more imminent.

The war on the Sound had closed. Governor Stevens, who had but recently passed through the country of the hostiles, saw the peril, and early in May, while yet Colonel Wright was in the Yakima country, with his characteristic energy began the organization of a force to prevent it. His plans were comprehensive. Their main elements were to move with a strong show of force eastward from the Sound over the Naches Pass into the Yakima country and northward from The Dalles into the same region, and occupy the Walla Walla region also with a large column, so that the Indians would be thrown back from the settled portions along the Columbia river and Puget Sound to the interior, and thus fully occupy them in defending their own country from invasion. He could also thus be in readiness for a winter campaign if it was necessary to undertake it.

Doubtless Governor Stevens better comprehended the perilous situation than did General Wool, or even Colonel Wright, although the latter always judged intelligently and acted efficiently when not obstructed by the prejudices and stubbornness of his superior. Under date of June 8, the governor wrote to the Secretary of War: "All the information I have received goes to satisfy me that, unless the most

vigorous action is at once taken, all the tribes from the Cascades to the Bitter Root will be in the war, a portion of the Nez Perces alone excepted. * * * If the troops reach the Walla Walla before an overt act has been committed, I am certain that the combination can be broken up and that the Nez Perces and the Indians on and in the neighborhood of the Spokane will remain friendly."

In pursuance of this plan the column from the Sound, under the command of Lieutenant Colonel B. F. Shaw, moved eastward over the Cascade mountains about the middle of June, arriving on the Wenass on the 20th. Here Colonel Shaw received orders to push forward to Walla Walla, and, uniting his force with that moving eastward from The Dalles, take command of the whole. The united force amounted to 400 men. This display of force had salutary effect on the condition of the interior, as it induced the Spokanes to decline a union with the Yakimas and other hostile tribes, though that tribe was strongly urged thereto by Kamiakin at a council held to consider that question. Still, though declining active participation in the war, the Spokanes did aid the hostile party by giving them hospitality and moral support. Their neutrality was insincere, if it was not even cowardly and treacherous. At this period the hostile bands were much scattered. The son of Peupemoxmox was at the head of a large camp at Walla Walla. The Klickitats and Yakimas were in the vicinity of Priest's Rapids on the Columbia. Others were on the head of John Day's river in Oregon and scattered through the Blue mountains and Grande Ronde and Powder river valleys. Another large camp of renegades from all the tribes was north of Snake river and in the vicinity of the Clearwater.

The force that was concentrated at Walla Walla was known as the "Second Regiment W. T. Mounted Volunteers," and was under the command of Colonel B. F. Shaw, with William Craig, an old mountaineer, who was living among the Nez Perces, as Lieutenant Colonel.

He had organized a company of sixty of these friendly Indians, led by "Spotted Eagle," to co-operate with volunteers. G. Blankenship and H. J. G. Maxon were majors of the first and second battalions. Of the six companies constituting this force four were from Washington Territory and two from Oregon. The command went into camp on Mill creek, two miles above the present city of Walla Walla, and a pack train of 150 mules, loaded with supplies for the friendly Nez Perces, was immediately sent to them under the command of A. H. Robie as special agent. On the 14th of July, Colonel Shaw himself moved with a column of 160 men, with ten days' rations, to attack a band of hostiles concentrated in Grande Ronde valley. He entered the valley on the evening of the 16th, having been guided through the Blue mountains by Captain John, a Nez Perces chief. The report of Colonel Shaw is interesting, but too circumstantial and elaborate for our pages. Its substance is, that, on arriving in Grande Ronde valley he found the Indians in force along the Grande Ronde river, and immediately made dispositions to attack them. He pushed forward Captain Miller's company, supported by those of Maxon, Henness, and Powell, and a detachment of Goff's company under Lieutenant Waite, with orders to dislodge the Indians. This advance was promptly met by a large body of Indians, who came forward whooping and singing, one of them waving a white man's scalp on a pole. A desire for a conference having been signified by the Indians, Captain John, the Nez Perces guide, was sent forward. When he reached the Indians they cried out to each other, "Shoot him," whereupon he retreated to the command. A charge was immediately ordered. The charge was successful, and the Indians were broken and dispersed, and some of them were killed. The conflict, at various points, continued for some time, when the Indians fled across the valley toward the rocky cañons leading toward Powder river. Colonel Shaw continued the pursuit of the flying savages

until he had but five men with him, leaving his command scattered across the valley, their horses being completely exhausted.

While Col. Shaw was engaged in this conflict, Captain Maxon was engaged with another party on another portion of the field. His contest was, like Shaw's, soon terminated, and he, having become separated from the main command, returned over the mountains to Walla Walla, Col. Shaw following on the 21st, as the Indians had all fled from the immediate vicinity of the troops.

Showing the extensive combination of the Indian tribes in this war, it may be stated that in this battle were Indians of the Walla Walla, Umatilla, John Day, Tygh, Des Chutes and Snake tribes, led by some of their most renowned chiefs, among whom were Stock Whitey of the Des Chutes, and Tygh, Achakiah and Wininsnoot of the Cayuse, Tahkiason of Peupemoxmo, Walla Walla, and many others of lesser note.

A small column of about 200 men under Major Layton and Captain Goff was also directed against the Indians on John Day's river. These retired before the troops into the recesses of the mountains between John Day and Powder River valleys, and there awaited the advance. A battle was fought on the head of Burnt River on the fifteenth of July, and continued on the sixteenth, but on the seventeenth the Indians disappeared, and the march of the columns toward Grande Ronde valley was resumed. From this point the column returned over the Blue mountains to the general rendezvous on Mill creek.

When Colonel Shaw reached Mill creek from the Grande Ronde expedition he found that his embassy of peace to the Nez Perces under Special Agent Robie had failed. The war party in that tribe, even, had gained the ascendancy, and Robie had been ordered out of their country with his goods. The complication was now more difficult, and the fears of Governor Stevens as to a universal combination of these powerful tribes seemed about to be rea-

ized. But Colonel Shaw acted promptly and intelligently in the trying emergency. He made his late expedition to Grande Ronde, and his complete victory over the strong combination of his tribes there, the ground on which he could successfully appeal to the fears of Nez Perces. He immediately sent the Nez Perces chief, Captain John, to his countrymen at Lapwai, with detailed intelligence of that event, and also with this plain but decisive message: "I am your friend. I have not come to fight you, but the hostiles; but if you beat your drums for war, I will parade my men for battle."

This message, enforced by the news of his victory in Grande Ronde, decided the question. The peace party again gained control of the tribe and the great danger was averted. It needed only that the Nez Perces should declare for war to make the combination perfect from California to British Columbia, and to let loose five thousand warriors as a cordon of consuming fire around all the white settlements of all the northwest. It was the battles of Grande Ronde and Burnt river, so small and comparatively insignificant in themselves, and fought hundreds of miles away from the center of the Nez Perces tribe, that made it possible to secure even this doubtful friendship of that most powerful of all the tribes of the interior.

Colonel Shaw remained in camp on Mill creek. Colonel Wright had returned to The Dalles from his bootless Yakima expedition. He decided now to carry out the design from which he had been drawn by the attack on the Cascades previously related, that of establishing a military post in the Walla Walla country. This duty he assigned to Lieutenant Colonel E. J. Steptoe, placing under his command a battalion of two hundred and fifty men. In connection with this the people were notified that the treaties that had been negotiated with the Indians were not yet in force, as they had not been ratified by the Senate, and consequently the country was not yet open for settlement. As soon as this notice was promulgated, Governor Stevens, having conferred with Colonel Wright

as to his plans, went up to the camp at Walla Walla to muster out the volunteers whose term of enlistment expired on the eighth of September, by which time it was expected that Steptoe's battalion would arrive to relieve them. On his arrival at the camp of Colonel Shaw he sent out a summons to all the tribes inviting them to a general council in the Walla Walla valley. Steptoe's command arrived and went into camp on the fifth of September, and orders were promulgated to the volunteers to start for home on the eleventh.

By the evening of the tenth the Indians invited to the council had all arrived and camped on the council ground except the Yakimas under Kamiakin. They were all hostile except a part of the Nez Percés. The delay of the Yakimas in coming postponed the departure of the volunteers and Governor Stevens for the issue of the council. The council opened on the eleventh, and continued on the twelfth and thirteenth in the absence of Kamiakin, but there was little progress toward a settlement. The condition was so alarming that Governor Stevens moved his camp to the immediate vicinity of Steptoe's. Kamiakin had encamped on the Touchet, a few miles away, and everything showed that the hostiles only awaited his arrival to attack the camp of Stevens, which was indiscreetly located some five miles distant from that of Steptoe. The plans of the Indians were disconcerted by this movement of the Governor, as they expected, on the arrival of Kamiakin, to attack his camp, which was guarded by less than a hundred men. When the camp was moving up toward Steptoe's it met Kamiakin and his warriors coming. This was a great surprise to the wary chieftain, and before he could perfect his arrangements the two camps were united and his most favorable opportunity to strike an effective blow was gone.

The council, which had been adjourned a day or two, now opened on the sixteenth. The influence of Kamiakin was controlling over the Indians, and all efforts to make an arrangement with the hostiles, or to do away with the dissat-

isfaction of the Nez Percés, being unavailing, on the seventeenth the general council closed. The next day a separate council was held with the Nez Percés. This, too, closed without a favorable result. At its close Governor Stevens made a short and plain address to the Nez Percés, in which he expressed his regrets that he had failed in his mission and said, "Follow your own hearts. If you wish to go to war, go." The propositions of the Governor were, unconditional submission to the justice and mercy of the Government and surrender of the murderers.

The justice of history requires that it be said here that there was not harmony between the civil and the military authorities. The inherent and cultivated jealousies between the two had kept them at cross purposes all through the war up to this time. The chapter of their disagreements reveals much acrimony and bitterness on both sides, and, as a civilian is sure to think, a great want of the proper appreciation of the condition and needs of the country, or else a criminal indifference to them on the part of the army in the field. As the story of this disagreement, beginning with General Wool and descending through rank and file, is too voluminous for our pages, and must be dealt with circumstantially if at all we can only state it as a general fact, and say that these personal jealousies and rivalries did infinite harm to the country in every way, and finally greatly prolonged and greatly intensified the wars of the Territory.

Something of this appeared in the afternoon of the day in which Governor Stevens held his last council with the Nez Percés. Colonel Steptoe informed the Indians that he came there, not to fight them, but to establish a post, and trusted that they would get along as friends, and asked them to come and see him the next day a little after noon. However, they declined. In the meantime, at eleven o'clock, Governor Stevens raised his camp and set out for The Dalles, forming his whole party into order of battle and moving away from the presence of

the Indians prepared for a conflict. His precautions were wise, for he had not reached three miles from the camp before the Indians attacked him. He moved on in close order a mile or more to water, where he took position in a low open basin, formed a barricade of his corral and proceeded to defend himself. The fight was protracted far into the night, with many incidents of daring on the part of the Indians as well as much courage on that of the volunteers.

Stevens sent a courier to Steptoe notifying him of the state of affairs. Steptoe replied that the Indians had burned up the grass around his camp, and requested the return of the volunteers so that he might have the use of their wagons for the transportation of his camp material to the Umatilla, where he could find sustenance for his animals. On the reuniting of the volunteers and regulars the next day, it was resolved, at Stevens' urgent advice, to build a block house where they were, leave all the supplies with one company to defend them, and Colonel Steptoe to march to The Dalles, procure reinforcements and additional supplies, and return prepared for a vigorous winter campaign for the

subjugation of the Indians. In ten days the block house was completed, and on the 23d of September the column took up its march, reaching the The Dalles on the 2d of October.

So far as fighting was concerned, this was practically the end of the war at this time. Early in November Colonel Wright marched into the Walla Walla valley at the head of the regular troops, where he held a council with the tribes and agreed on terms of peace. The terms were: immunity to the Indians for past misconduct; treaties not to be enforced until ratified by the Senate; and no white men to be permitted to settle in the country without the consent of the Indians. This agreement may be considered as ending the war, or, to speak more accurately, temporarily composing the trouble and relieving the Indians from the contemplated winter campaign, and giving them time for recuperation and preparation for further conflicts. It was simply an armed truce, purchased at great price by the army, and sure to be broken at an early day by one or the other, if not by both, of the belligerent parties.



CHAPTER XXXI.

INDIAN WARS, CONCLUDED.

INDIANS IN A HOSTILE FRAME—STEPTOE'S EXPEDITION—TIMOTHY—IN THE PRESENCE OF THE HOSTILES—BATTLE OF STEPTOE'S BUTTE—WHITES DEFEATED—RETREAT—GENERAL INDIAN COMBINATION—GENERAL CLARKE'S COURSE—COLONEL WRIGHT—TREATY WITH THE NEZ PERCES—WRIGHT'S ADVANCE NORTHWARD—BATTLE OF "FOUR LAKES"—BATTLE OF "SPOKANE PLAINS"—MARCH TO SPOKANE RIVER—GEARY VISITS WRIGHT'S CAMP—INDIAN HORSES TAKEN AND SHOT—COEUR D' ALENE COUNCIL—SPOKANE COUNCIL—KAMIAKIN—OWHI—QUALCHIEN ARRESTED AND HUNG—OWHI SHOT—CLOSE OF THE WAR.

WITH the close of 1856 there was at least a semblance of peace with the Indians all over the Territory. The volunteers had been disbanded, but the regular forces had been greatly increased, and were stationed at various points over the Columbia, on Puget Sound and in the Walla Walla country.

The Indians, however, were still in a hostile frame, and all through 1857 the spirit of war was in the air. A general rising of the tribes was greatly feared in the spring of that year, but did not occur. But it was sure to come, and but little provocation was required to bring it.

Early in April Colonel Steptoe, who was in command at Walla Walla, informed General Clarke, commanding the department, that an expedition to the north of Snake river seemed to be required, as the Indians in the Colville region were hostile. Two white men on their way to the Colville mines had been murdered by the Palouses, who had also made a foray into the Walla Walla country and even driven off the cattle belonging to the fort. The Palouses were not a strong tribe, and Steptoe did not deem a large force necessary, but believed they should be chastened to prevent future and perhaps greater trouble. On the 6th of May Steptoe left Walla Walla with 130 dragoons, and, in a leisurely way, proceeded up the Nez Perces trail toward Snake river, which they reached at the mouth of the Alpowa, where resided the Nez Perce chief Timothy. Timothy ferried the little army over the river, and with a band of his men

accompanied it northward toward the Spokane country as its guide.

This Indian, *en passant*, is worthy of a brief notice. He was a large man, with a square, open, benignant countenance, who had never faltered in his friendship to the whites. Under the missionary labors of Mr. Spaulding at Lapwai, not far away from Timothy's home, he had embraced the Christian faith, and was the first Indian to be propounded for membership in the Presbyterian Church under Mr. Spaulding's labors. He was a sincere, honest, unaffected man, securing the confidence of all who knew him, and living a sober, industrious and Christian life. In later years the writer knew him well, and has often sat with him on the ground under the shade of one of the great apple trees on the Alpowa creek, whose seed was planted by Mr. Spaulding in 1837, near the tepee of the then youthful Timothy, and conversed with him of the men and the times of which he now writes. Not more than a decade ago his white soul passed into the eternity of the good.

On the morning of the 16th of May, having crossed Snake river and passed on toward the Spokane, Steptoe suddenly found himself confronted by a force of not far from a thousand Indian warriors in their war paint determined to dispute his advance further northward. They were Palouses, Spokanes, Coeur d' Alenes, Yakimas, and warriors of the smaller related tribes. They had taken position near a ravine through which the road passed and where they could assail

the troops from the front and flanks, while they themselves would be sheltered by the trees and brush and rocks from the sight of the soldiers. Seeing the danger Steptoe halted his troops and held a parley with the Spokanes, but the Indians declared their intention to fight, declaring that they would not permit the soldiers to cross Spokane river. Assured now that he would be compelled to fight Steptoe turned aside to avoid the ravine, and in about a mile encamped near a small lake. The Indians had closely followed the troops all the way, taunting them with insulting words and gestures, but no shots were fired, each party being anxious that the other should be the aggressor. The dragoons did not dare to dismount even after they had reached the place for encampment. They had only their small arms, and were not at all prepared to fight the Indians.

In the evening a number of the Indian chiefs rode up to the camp to hold a parley with Steptoe, and ascertain the cause of the invasion of their country by the soldiers. They professed to be satisfied with his explanations, but still maintained an unyielding determination that he should not advance into the Spokane country. Seeing their determination, and feeling his own weakness, Steptoe resolved to retreat, and on the morning of the 18th began his return toward the Palouse. About the time the column started Father Joset, of the Coeur d' Alene mission, with Vincent, a Coeur d' Alene chief, rode up to Steptoe, and as they rode along held a conference with him. The Indians were following and flanking the little force. In the midst of the interview the chief was called away, and firing was immediately begun by the Palouses, and, in a short time, by the whole Indian force. The small column was moving in close order, the pack train in the center, guarded by a dragoon company, with a company in front and rear. As it crossed a small creek a movement was made by Lieutenant Greig with one company to occupy a hill which the Indians were attempting to gain to get at the head of the advance. The soldiers reached it first, when the Indians at once moved

for one that commanded it. Greig divided his little force in order to drive them from the new position.

By this time all were engaged,—not far from 1,000 Indians against less than 150 whites. The Indians circled the little force with fire. Charge after charge was made to break the array of yelling savages that was about them. In one charge, where the company of Captain Greig and that of Lieutenant Gaston met in a triangle among the swarming warriors, Zachary, brother-in-law of Vincent, the Coeur d' Alene chief, and Victor, an influential chief, also a Coeur d' Alene, and some twelve of their warriors, were slain. The rage of the Coeur d' Alenes at this loss was terrible, and they had soon revenged themselves. The troops kept moving forward under a raking fire. To stop was to be surrounded at once, and to be surrounded was destruction to all in the command. They were in an open country of high hills and quite a distance from water. About 11 o'clock Captain Oliver, H. P. Taylor and Lieutenant William Gaston, both of the first dragoons, were killed, together with a number of the men. The remainder were gathered on a rising ground, while every hill around swarmed with exulting foes. It was apparent that the march to water could not be made by daylight, and nothing remained but to defend themselves as best they could where they were and wait for the night. They lay on the summit of a hill, on a small plain, and orders were given to picket their horses, saddled and bridled, and the men were directed to lie flat on the ground and prevent the Indians taking the hill by charges. They were successful, but toward evening, as their ammunition began to give out, and the men were suffering so greatly for the want of water and from fatigue, that it was with difficulty the three remaining officers could inspire them even to defend themselves. Six of their comrades were dead and eleven others were wounded. Many of the men were recruits, now first under fire, and it was not wonderful that their courage had failed them in such an hour. So night came on.

Nothing remained now but flight. The bodies of the fallen which could be reached were buried, and taking the best horses and a small supply of provisions; and, guided by Timothy along a difficult way that the Indians had left unguarded, the soldiers crept silently away about 10 o'clock and hastened toward Snake river, which they reached on the morning of the 19th. They succeeded in crossing to its southern shore without the loss of another man. The Indians, apparently satisfied with their victory, and probably engaged in their distributing the plunder left on the battlefield by the defeated troops, did not follow them. From Snake river Steptoe returned to Walla Walla.

This battle occurred on what is known as "Steptoe Butte," called by the Indians Tehotominme—about seven miles from the present town of Colfax, a bald eminence that overlooks a vast extent of the "Palouse country," and one of the finest regions of the State of Washington.

There could be but one result of this victory of the Indians. A league of all the most powerful tribes of the interior, namely, the Spokanes, the Coeur d' Alenes, the Palouses, the Yakimas, with a portion of the Nez Perces, was formed at once, and a general outbreak took place. The Indians became everywhere bold and defiant. Small parties of whites were cut off in every part of the country, and the Indians even threatened Fort Walla Walla itself. It must now be war indeed.

General Clarke took immediate steps to meet the emergency. Troops were withdrawn from Fort Yuma on the Colorado, Fort Jones, Fort Umpqua, and even from San Diego on the borders of Mexico, and ordered to concentrate on the Columbia. An expedition was resolved upon that should not repeat the blunders of that of Steptoe. The command of the expedition was committed to Colonel Wright, an officer every way qualified to direct it. By the 1st of August all the preliminary movements were completed, and the troops destined to participate in the campaign were united at Fort Walla Walla. At the same time that Colonel Wright was to

conduct the campaign from Walla Walla into the Spokane country, Major Garnett was to lead one of 300 men into the Yakima country to establish a post and act in co-operation with the movement of Colonel Wright.

Before leaving Walla Walla Colonel Wright called a council of the Nez Perces, and concluded with them a treaty of friendship, binding them to assist the United States in wars with any other tribes, and binding the United States to assist them in like cases at the cost of the Government, and also pledging the United States to furnish their arms whenever their services were required. Though this treaty was signed by only a part, and not the most influential, of the Nez Perce chiefs, yet it had a good effect in detaching the greater part of that powerful tribe from the hostile coalition, and securing a company of thirty, Nez Perce volunteers during the campaign. These were dressed in United States uniform, and placed under the command of Lieutenant John Mullan to act as guides and scouts.

On the 7th of August Captain Keyes, with the Third Artillery, led the advance from Walla Walla toward Snake River, which was reached on the 11th at the mouth of the Tucannon. Here a fort was built and called Fort Taylor, in honor of Captain Taylor, who was killed at the battle of "Steptoe's Butte."

On the 18th Colonel Wright arrived, and on the 25th the crossing of Snake river was begun, and was completed on the morning of the 26th. The march of the column northward was over an open and rather desolate country,—at this season of the year quite difficult to traverse on account of the scarcity of water. On the 29th, however, the troops entered the scattering pine forests that stray down into the plains from the western and southern slopes of the Coeur d' Alene mountains. On the evening of the 30th, after a long day's march, just as camp was formed, the Nez Perce scouts brought intelligence of the approach of a large body of Spokanes, evidently a reconnoissance from some larger force in the neighborhood. The dragoons were

sent forward, but the Indians retreated before them. The troops had not marched far on the 31st before parties of hostile Indians appeared on the surrounding hills, but, though some shots were fired, no serious attack was made. According to Indian tactics these small parties were decoys, designed to lead the troops on to where the main party had chosen their ground ahead in a strong position for attack. Just before reaching camp for the night, the Indians rode up near the column and made a rather spirited attack on the rear guard. The troops met the attack skillfully, and the Indians retreated.

The next day, September 1st, occurred what is known as the "Battle of the Four Lakes." Colonel Wright had designed resting his command here for a few days, and had encamped accordingly. It was a beautiful spot, delightfully inviting to repose. The "Four Lakes," one of which is the famed "Medical Lake," are beautiful bodies of water of from a quarter of a mile to a mile in diameter, embosomed in the hills, whose sides and summits are sprinkled with pines, beyond which to the west stretches away an unlimited sweep of grassy prairies. The Indians, however, had been awaiting him here, and did not feel disposed to delay their warlike welcome. The morning found their numbers multiplied. Their manner was defiant and insolent; and no one knows better how to be insolent and insulting in look and word and action than an Indian. So, at eight o'clock, Colonel Wright issued orders to have the artillery battalion in readiness, as it might be called out at a moment's notice. Shortly afterward the whole force was called into position, and ordered to drive the enemy from the hills. This was soon done, and the Indians concentrated on the open plain below and to the westward, prepared to receive the attack of the soldiers in their own way of rude warfare. A participant in the battle, Lieutenant Kip, thus describes the scene:

"On the plain below us we saw the enemy. Every spot seemed alive with the wild war-

riors we had come so far to meet. They were in the pines on the edge of the lakes, in the ravines and gullies, on the opposite hillsides, and swarming over the plain. They seemed to cover the country for some two miles. Mounted on their fleet, hardy horses, the crowd swayed back and forth brandishing their weapons, shouting their war cries, and keeping up a song of defiance. Most of them were armed with Hudson Bay muskets, while others had bows and arrows and long lances. They were in all the bravery of their war array, gaudily painted and decorated with their wild trappings. Their plumes fluttered above them, while below skins and trinkets and all kinds of fantastic embellishments flaunted in the sunshine. Their horses, too, were arrayed in the most glaring finery. Some were even painted, and with colors to form the greatest contrast, the white being smeared with crimson in fantastic figures, and the dark-colored streaked with white clay. Beads and fringes of gaudy colors were hanging from their bridles, while the plumes of eagle's feathers, interwoven with the mane and tail, fluttered as the breeze swept over them, and completed their wild and fantastic appearance.

"By Heavens! it was a glorious sight to see
The gay array of their wild chivalry."

As ordered, the troops moved down the hill toward the plain. As the line of advance came within range of the minie rifles, now for the first time used in Indian warfare, the firing began. The fire grew heavier as the line drew nearer, and, astonished at the range and effectiveness of the fire, the entire array of dusky warriors broke and fled toward the plain. The dragoons were now ordered to charge and rode through the company intervals to the front, and then dashed down upon the foe with headlong speed. Taylor's and Gaston's companies were there, and soon they reaped a red revenge for their slain heroes. The flying warriors streamed out of the glens and ravines and over the open plain until they could find a refuge from the flashing sabers of the dragoons. When

they had found the refuge of the wooded hills the line of foot once more passed the dragoons and renewed their fire, driving the Indians over the hills for about two miles, where a halt was ordered as the troops were nearly exhausted. The Indians had almost all disappeared, a single group only remaining apparently to watch the whites. A shell fired from a howitzer bursting over their heads sent them also to the refuge of the ravines. Thus the battle ended. The Indian loss was considerable, probably not less than fifty or sixty killed and wounded, while, strange to say, not a soldier was injured. This was owing to the use, now for the first time, of the long-range rifle by the soldiers. The Indians were panic-struck at the effect of their fire at such great distances. Among the Indians killed were a brother and brother-in-law of Gearry, the head chief of the Spokanes.

For three days Wright rested his troops in camp near the field of battle. On the 5th of September the column resumed its march toward the Spokanes, and in five miles he came again upon the Indians, collected in large numbers on the plain, as if meditating an attack. They rode along parallel to the troops for some distance, all the while increasing in number and in boldness. As the column advanced the Indians set fire to the grass which burned with great fierceness, the wind blowing it toward the troops. Under cover of the smoke the Indians spread themselves out like a fan before and on either side of the troops. The pack train was closed up under guard of Captain Dent's company of rifles, the Third Artillery under Lieutenants Ihris and Howard and Davidson's company of dragoons, while the rest of the command prepared to repulse the enemy. Four companies of the Third Artillery were at once deployed on the right and left. The men, flushed with the results of the last battle, dashed through the flames, charged and drove the enemy before them. A chief, who had upon the saddle of his horse the pistol used by Lieutenant Gaston in the Steptoe Butte fight, was killed. At length the Indians were driven

into the plain, where the dragoons under Lieutenant Pender and Major Grier charged and swept the field. The flying stragglers gathered in groups in the surrounded forests, but these were easily dispersed, and the troops moved forward, with flankers thrown out, toward the Spokane river, where the troops encamped, having marched during the day twenty-five miles, the last fourteen miles fighting all the way.

Five hundred Indians were engaged in this battle, called the Battle of Spokane Plains. Quite a number of Indians were killed, and Kamiakin, the great war chief of the Yakimas, was wounded. On the 6th the forces remained in camp on the Spokane, but on the 7th moved up the river a few miles, and camped just above Spokane Falls. Soon after the forces had camped Gearry crossed the river and came into the camp to have a talk with Colonel Wright. He professed to be opposed to the war, but claimed that he could not control his men. This was probably true, but Colonel Wright administered a very plain talk to him, and told him to communicate to all the Indians he should fall in with what he had said. He also ordered him to send a messenger at once to Moses and Big Star, other Spokane chiefs, to bring in their people, and to return to-morrow with his own people at an hour after sunrise. If they and their people were tired of war and wanted peace he would give them peace, if they would bring everything they had,—arms, women and children,—and lay them at his feet. On the same day Palatkin, a noted Spokane chief, who had been in the fight against Steptoe, and also in those of the first and fifth, came into the camp. To him Wright repeated what he had said to Gearry, and, as he was known to have been a leader in the recent battles, he was detained as a hostage, while he sent a warrior to bring in his people.

On the 8th the march was resumed. In about nine miles the Indians were overtaken, driving all their horses into the mountains, instead of surrendering them as they had promised. These were all captured by the troops, and on the

following day, after selecting 130 of them for the service of the troops, the rest were shot. They belonged to Tilkohitz, a Palouse chief and a notorious freebooter, and it was not only an act of just retribution to him, but one fully deserved by all the tribes to thus deprive them of the means of making war upon the whites.

These battles, with the destruction of their horses, and the hanging of several Indians who had been engaged in the murders of the whites throughout the country, completely broke the spirit of the Indians. Colonel Wright appointed a council to be held at the Cœur d'Alene mission on the 17th. Vincent, who had not been in the recent battles, made the tour of his people and urged them to come in, but at first most refused, being terrified at what they had heard of the severity of Colonel Wright. But Wright released Palatkin, which act of clemency allayed the fears of the Indians, and by the time appointed for the council the Cœur d'Alenes and Spokanes were prepared to enter into a treaty of entire submission to the whites. The details of the council it is not necessary to give.

A council with the Spokanes was appointed for the 23d of September. To this Kamiakin was specially invited, but being fearful that Colonel Wright would take him to Walla Walla if he did, he remained away, as did also Tilkohitz, one of the most relentless of the enemies of the whites.

Kamiakin was for years the ablest and most influential chieftain among all these tribes. He was head chief of the Yakimas, his mother having been a Yakima and his father a Palouse. He was talented, and seemed to occupy the place with these tribes that Tecumseh did with the tribes of Ohio and the Northwest. He strongly opposed the cession of the lands of the Indians at the council of Walla Walla, and Governor Stevens was unable to move him from his gloomy opposition. He was the leader in the outbreak that took place soon after, when Haller's force was defeated, and was without doubt the leading spirit in the combination of the present season. It was not strange, therefore, that he

was afraid to put himself in the power of the whites. Soon after this time Kamiakin went to British Columbia, where he remained some years but about ten years later he returned to the Palouse country and settled on the Palouse river, a few miles below Colfax, where he died poor and friendless about 1880. Owhi and Qualchien were now the only chiefs of importance left among the Yakimas. Owhi was brother-in-law of Kamiakin, and Qualchien was Owhi's son, and also son-in-law of Palatkin, the Spokane chief. With Kamiakin, Owhi and Qualchien still at large, and maintaining their old antagonism to the whites, there could be little hope of permanent peace, and Colonel Wright was concerned at their attitude. But on the evening of the 23d Owhi came into camp. Colonel Wright met him sternly. While he was conversing with the chieftain he ordered a file of soldiers, with iron shackles, to be brought. He then directed the interpreter to inquire of Owhi the whereabouts of Qualchien. Owhi replied that he was at the mouth of the Spokane. "Tell Owhi," said the Colonel, "that I will send a message to Qualchien. Tell him that he too shall send a message, and if Qualchien does not join me before I cross Snake river, in four days, I will hang Owhi."

When this message was delivered to Owhi he sank to the ground and seemed to lose all control over himself. He took out a book of prayers, and in much confusion turned over its leaves for a moment, and then handed it to the priest, Father Joset, who was standing by him. He was then taken off by the guard and put in irons.

The following day about noon, very unexpectedly, two Indian braves and a fine-looking squaw came trotting out of a cañon near the camp, and, with the utmost boldness, rode directly up to Colonel Wright's tent. They were gaily dressed and had a most dashing air. The two braves carried rifles, and one had an ornamented tomahawk. When the Colonel came out of the tent, to his surprise he recognized, in the leader of the party, Qualchien. For a few moments Qualchien stood talking with the

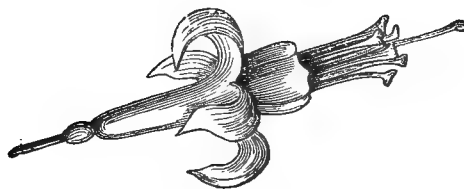
Colonel, with his rifle standing by his side. His bearing was defiant, and those who were standing near thought that he meditated murder even there. In a short time Colonel Wright mentioned Owhi's name. Qualchien started, and inquired, "Car Owhi?"—that is, "Where is Owhi?" the Colonel answered, "Owhi mitlite yawa;"—or "Owhi is over there." Qualchien was stunned. He repeated to himself mechanically, "Owhi mitlite yawa? Owhi mitlite yawa," at the same time gazing about as if to find him. By this time a guard of soldiers had arrived and he was at once disarmed and taken to the guard tent.

Physically Qualchien was a splendid man. He had a broad chest, muscular limbs, with small hands and feet, and it required six men to tie his hands and feet, so violent was his struggles. Colonel Wright's dealing with Qualchien was summary. Fifteen minutes after his capture the officer of the day received an order to have him hung immediately. A file of the guard at once marched him to a neighboring tree, when, on attempting to fix the noose about his neck the contest was again renewed. He struggled violently, cursing Kamiakin, and shrieking, "Copet six. Wake memaloose nika. Nika potlach hiyu chickamen, hiyu kuitan. Spose nika

memaloose, nika hiyu siwash silex. Copet six." Interpreted, it is: "Stop, my friends. Do not kill me. I will give much money and a great many horses. If you kill me a great many of my people will be very angry." But the rope was thrown over a limb of the tree and he was run up. His last words were a curse upon Kamiakin, whom he seemed to connect with his death. Not unlikely Kamiakin sent him into camp. A few days after this, while the army was on the march back to Walla Walla, Owhi, who was taken along as prisoner, attempted to escape from his guard and he was shot.

The death of Owhi and Qualchien, with the other results of Colonel Wright's campaign, completely dismayed the Indians of Eastern Washington. They were, next to Kamiakin, the most influential of all the chiefs, and by all comparison the most warlike and murderous.

It is not necessary to follow the operations of the army in the northwest further. This closed the war; and it also closed the era of real Indian wars in Washington. Though these tribes remained comparatively strong, and there yet remain many of the Yakimas and Spokanes and Nez Perces, yet they had learned the power of white man and were content henceforth to remain in peace with him.





OLYMPIA AND HARBOR.

CHAPTER XXXII.

PRINCIPAL CITIES OF WASHINGTON.

OLYMPIA.

CITIES—TYPES OF STATES—OLYMPIA—SKETCH OF GENERAL I. I. STEVENS—DR. N. OSTRANDER.

THE history of any State is finally crystallized in its cities. Its strongest personalities naturally congregate there. In nearly every State one city becomes the type and representative of the State itself. Chicago is Illinois. San Francisco is California. Portland is Oregon. This is less true in Washington than in any other Pacific State. Its vast area, its widely differentiated conditions east and west, its vast diversity of pursuit,—have up to this time prevented any one point so far outstripping all others as to make it alone typical of the history or condition of all. In writing of the cities of the State, therefore, we have chosen to speak of several, choosing those that historically, socially and commercially best interpret the past and present life of the people. In writing of these, too, we have thought it best to do more than tell the story of brick and mortar, their granite and iron erections; but with these we give some character sketches of some of the men whose genius and intellect conceived and whose energy created them all. We do this because the builder is always greater than his erection, as the Creator is mightier than his creation.

It would be impossible, in the limits of this history, to dwell at length on all the really important cities and towns of the State. Washington, especially on the waters of Puget Sound, is almost a land of cities. Probably two-thirds of its population reside in the towns. East of the Cascade mountains the proportion is not so great, but even there the population is largely urban. So, without designing to overlook any, we select the capital, and other cities located in, and commercially and socially representative of, the various sections of the State.

OLYMPIA, CAPITAL CITY OF WASHINGTON.

No city in the Union is more proudly named or situated than Olympia, with the sea at its feet and the mountains its glistening crown, with immense forests garlanding its skirts. While in one hand it bears aloft some of the rarest fruits of the world and in the other the golden grains of a marvelous production, it stands not only a city beautiful for situation, but a powerful factor in the future progress of the State.

As a business center, the city is compactly and substantially built on a fine water front extending many blocks back. Its hotels, banks, public buildings and schools are such as are found in the greatest cities of the East. Electric railways and the daily press bespeak its irrepressible progress. Its population, including Tumwater suburb, is more than 7,000, being one of the most prosperous cities in the State.

It has a complete system of water-works, also electric lighting for streets, stores, and dwellings. On every hand are evidences of the rapid and substantial modern growth.

Being situated at the southern extremity of the Sound, at a point where railroads must fork to go to the East and West, Olympia has already become a railroad center, which includes the Northern Pacific with all its ramifications leading to Portland, Oregon; to Tacoma, Seattle, and the entire east side of the Sound, also to Chehalis valley and Gray's Harbor, and to Tenino, famous for its quarries on the Olympia and Chehalis valley line. The Puget Sound & Portland railroad, a joint extension of the Union Pacific and Great Northern, is already graded, passing through Olympia. The Port

Townsend Southern, leading out of the city, via Hood's Canal to Port Townsend, is nearing completion. Regular lines of fine steamers lead also to numerous points on the Sound.

The geographical position of Olympia, at the head of navigation on the west, together with its central control of its wheat fields on the east through its growing railroad system, renders its promise of greatness subject to no doubt. Congress at its last session has made large appropriation for its harbor improvements, thus recognizing its importance as a commercial point.

Immense amounts of valuable timber of fir and cedar along its new lines of railroad bespeak great industries which alone promise an exceptional future for the capital city. Other great industries no less important than its timber, are its adjacent stone quarries, coal fields and iron ores. It is the nearest seaport to the great Tenino quarries, whose superior quality of stone and beauty are already established abroad. It is also the nearest point to the well-known Skookumchuck coal fields, also at Bucoda and at Gate City, not twenty miles distant. Its nearness to the Black Hills, but five miles distant, which are known to contain iron ore in abundance, forecasts its future also as important in the great industry of iron.

The advantages of the capital city as a seat of manufacturing are very great and are already attracting practical investigation and investments. To speak of the country about Olympia and not mention its fruits and grains, and its great agricultural advantages, is to omit its prime virtue. Here fruits are rich and luscious, grains golden and prolific, vegetables abundant and perfect. Flowers bloom till midwinter and even then nature smiles beneath her tears with green fields and verdant lawns.

The capital of such a State as Washington would alone suffice to build up a great city. Congress has endowed the State with 132,000 acres of land for the erection of the capitol buildings, and this princely grant is now worth \$2,500,000 and rapidly increasing in value.

The last session of the Legislature passed an act appropriating \$1,000,000 with which to begin the construction of a splendid capitol building, which is now well under way.

The permanent residence of the governor and State officers are here, and, as it is the seat of the United States Land and Surveyor General's offices, the place of meeting of the Legislature, the Supreme Court, and numerous State boards, it attracts a most desirable population. It is a city of fine homes, splendid schools, inviting churches; of culture, brains and refinement; of beautiful gardens, and, in their season, of laden fruit trees in its streets.

Illustrative of the personal elements that have wrought out its past history, and assured its future progress, we append the following sketches of some of its pioneers and builders. It is proper that the name heading this list should be the honored one of the first governor of the Territory of Washington.

MAJOR GENERAL ISAAC INGALLS STEVENS, deceased, was born in North Andover, Massachusetts, March 23, 1818, and was descended from John Stevens, one of the founders of the town in 1641. He entered West Point July 1, 1835, and four years later graduated with distinguished honors at the head of his class. Appointed a second lieutenant of engineers, he served as assistant in building Fort Adams, Newport Harbor, 1839-'41, and was placed in charge of the works at New Bedford, 1841-'43, Portland, Maine, and Portsmouth, New Hampshire, and Fort Knox, at the narrows of the Penobscot river, a new and important work, chiefly built under his superintendence, 1843-'46; first lieutenant, July 1, 1840.

He served in the Mexican war on General Scott's staff from the investment of Vera Cruz to the capture of the city of Mexico, 1847. He was in the siege of Vera Cruz and the battles of Contreras, Cerro Gordo, Churubusco, Molino del Rey, Chapultepec, and the assault and capture of the city of Mexico, where he was severely wounded. Besides distinguishing himself by the daring and skillful reconnoissance of

the Peñon, San Antonio, city of Mexico and others, he was brevetted captain for gallantry at Contreras and Churubusco, and major for his bravery at Chapultepec.

Returning on crutches in 1848, he resumed charge of the works in Maine and New Hampshire. In September, 1849, he accepted the position of assistant in charge of the United States Coast office, and there continued on duty until March, 1853, when he was appointed Governor of the new Territory of Washington, and resigned from the army. As governor he was *ex officio* Superintendent of Indian Affairs, and at the same time, having volunteered for the service, he was placed in charge of the exploration and survey of the northern route for the Pacific railroad.

In 1853, at the head of a large exploring party, he traversed the region from St. Paul, on the Mississippi, to Puget Sound on the Pacific, a distance of 2,000 miles through a wild and almost unknown country, and by means of lateral parties and information gathered from trappers and Indians, as well as instrumental surveys, he made a most comprehensive and exhaustive survey of the route committed to his charge and of the country bordering it for from one hundred to two hundred miles in width, and also established the entire practicability of navigating the upper Missouri and Columbia rivers by steamers; yet his report was the first one prepared and submitted to Congress. He organized and set in motion the civil government of his Territory. In 1854-'55 he made treaties with 22,000 out of the 25,000 Indians of that Territory, and extinguished the Indian title to more than 100,000 square miles of territory. His Indian policy was one of beneficence to the Indians, guarded most carefully their rights, provided for their civilization, and guaranteed to them homesteads on their assuming the habits of civilized life. Governor Stevens also in October, 1855, negotiated a treaty of amity and friendship with the Blackfoot Indians on the upper Missouri, and also as between them and the hunting tribes of Washington and Oregon.

Eight thousand Indians, representing fully 20,000, were present at this council. It was a complete success. With his small party of only twenty-five men, without any military escort, he traversed a thousand miles of Indian territory, crossing the Rocky mountains in order to make this treaty. Tribes which had for centuries been enemies, fearlessly met together, relying upon Governor Stevens' protection, and a peace was made which has lasted unbroken to this day. During his absence the disaffected Indians of his territory had broken out in open war and had massacred many settlers, and driven the survivors to take refuge in fortified places. Without an instant's delay, he forced a passage across the Rocky mountains in winter, and by the aid of friendly Indians and celerity of movement reached Olympia, the capital of the Territory, on the first of January, 1856, amid the rejoicing of the people. He called out a thousand volunteers, encouraged the settlers to return to their abandoned farms and live there in block houses, placed all the friendly and doubtful Indians on islands in Puget Sound, and fed and clothed them, and waged two campaigns against the hostiles with such vigor and success that before the year had expired the Indians were thoroughly subdued, their chiefs slain and the others had surrendered and were incorporated with the friendly Indians. In this struggle his energy, resolution and resources overruled every obstacle. He issued script to pay his troops; he impressed supplies, wagons and teams whenever the owners refused to furnish them for script; he maintained strict discipline. He removed half-breed and white Indian sympathizers—the former employes of the English Hudson's Bay Fur Company—from their homes on the frontier to the towns where they could not communicate with the Indians; and when political and partisan opponents sought to create trouble by invoking the aid of the courts, and the chief justice of the Territory issued his writ of habeas corpus for the release of these men, Governor Stevens proclaimed martial law in the two counties, seized the chief justice by a file

of troopers and kept him a prisoner until the end of the war. During this time he stood like a shield of adamant between the Indians and the reckless and revengeful who thirsted to fall upon the friendly and hostile alike. He prohibited all cruelty toward the Indians taken in arms, and that only six cases of unauthorized killing of Indians by white men occurred during a period of twelve months of alarm and exasperation is the best evidence of the vigor and success of Governor Stevens' action. It is not a little remarkable that in his printed vindication he places his justification for proclaiming martial law on the very grounds and in much the same language as the justification of martial law during the Rebellion.

Governor Stevens was elected delegate to Congress in July, 1857, and resigned as Governor. He served two terms, four years, in Congress, where he vindicated his action in the Indian war, and his Indian policy, and saw his treaties confirmed and the payment of the war scrip assumed by Congress, and also obtained many large appropriations for developing his Territory. He took an active part in the Presidential election of 1860. He was Chairman of the Breckinridge National Democratic Committee, of which he wrote the address, an able argument covering nearly one sheet of newspaper, in a single night. He was a staunch Union man, and upon the first raising of the banner of secession he openly denounced the party of disunion.

On the fall of Sumter, he offered a *carte blanche* of his services to the Government from a distant part of the Territory of Washington, hurried on in person as soon as possible and accepted the colonelcy of the Seventy-ninth Highlanders, New York Volunteers. This was a crack New York city military regiment, composed of Scotchmen or men of Scotch descent, and was the first military regiment of the State to volunteer for three years of the war. The regiment suffered heavily at the battle of Bull Run, losing 198 killed and wounded, including among the former its Colonel, James Cameron,

brother of the Secretary of War. The Secretary promised that the regiment should be sent home to recruit, but it was not done. Owing to a number of causes, among which may be named their severe losses in battle, disappointment at the nonfulfillment of the Secretary's assurance, the evil influence of a few worthless officers and the effect of the liquor supplied by them to the men, eight companies mutinied by refusing to strike tents and move camp soon after the new Colonel assumed command. Colonel Stevens went among the men, many of whom were intoxicated and infuriated with utter fearlessness, urging them to return to duty; when a group threatened death to any one who dared strike a tent, and the officers stood back, he took down the tent with his own hands, while the very mutineers applauded his intrepidity. Finally, with the aid of the officers and the two companies which remained loyal, he succeeded in removing most of the arms, and, in response to his call, some regular troops arrived and surrounded the camp with infantry and artillery. Then Colonel Stevens stood upon a barrel in the midst of the mutineers and ordered them to return to duty in a voice that rang out like a trumpet, "Men! I have urged you all the morning to do your duty. Now I order you. Obey, or my next order will be to that battery to fire on you. Now, Highlanders, fall in." The disaffected men made haste to fall in line. Colonel Stevens enforced a very severe and just discipline, but the intelligent and generous material of which the regiment was composed recognized the need of such treatment and responded to it with enthusiastic pride and devotion to their chief.

When appointed Brigadier General and ordered to another field of usefulness, he reviewed and bade the regiment farewell and a universal shout rang along the line, "Tak us wi' ye! Tak us wi' ye!" and in response to it, upon his application, endorsed by General W. T. Sherman, the regiment was sent after him to Annapolis the next day by order of the President, overruling the objections of General McClellan,

and remained under his command until his death.

He served in the defense of Washington, and was appointed Brigadier General September 28, 1861. In the same month, in command of 1,800 men, he made the reconnoissance of Lewisville, where he handled his troupes with acknowledged skill and rapidly and easily withdrew them from the attack of a superior force. He commanded a brigade on the Hilton Head expedition, October, 1861; landed in South Carolina in November and occupied soon after the town of Beaufort, Port Royal and the adjoining sea islands. January 1, 1862, he fought the battle of the Coosaw river, with his brigade re-enforced by two other regiments and the gunboats, drove back the enemy and destroyed his batteries which had closed the river. In June he was placed in command of a division and ordered to James Island to take part in an advance upon Charleston. While his troops were landing from the transports in the Stone river, upon the island, he pushed forward with his advance, drove in the enemy, captured a battery of four guns and established his permanent picket line. His force formed the right wing of the army under General Benham. On the 16th of June, at dawn, he assaulted the enemy's fort of Secessionville with his entire division, but although the troops gained the parapet and even there captured two prisoners, yet the slaughter was so great he had to withdraw them, having lost over 600 men in twenty minutes. This assault was ordered by General Benham against General Stevens' remonstrance.

In July, 1862, he sailed with his division to Virginia, where, at Newport News, it was incorporated with Burnside's troops from North Carolina, as the Ninth Corps, forming the First Division. Thence proceeding by Fredericksburg, General Stevens marched along the Rappahannock river and joined Pope's army at Culpeper Court House. He participated in various skirmishes on the Rappahannock, and in the battle of Manassas or second Bull Run, August 29 and 30, 1862, where his horse was

killed under him while leading a charge of his troops. He withdrew his division from that disastrous field in perfect order, and with every regiment unbroken, although with the loss of one half their number. The next morning at daylight he was placed in command of the rear guard of the army with two divisions of infantry and a strong force of cavalry and artillery and took post between Bull Run and Centerville. The next day, September 1, 1862, while marching his division, closely followed by Reno's division of the Ninth Corps, across from the main road between Centerville and Fairfax Court House to the Little River turnpike, in order to reach a position to withstand a column of the enemy reported as advancing and threatening the main road and only line of retreat, he suddenly came face to face with the Rebel skirmishers who were hastening forward in order to seize the road. With instant decision and rapidity, throwing out skirmishers who drove back the enemy and developed his position, General Stevens formed his entire division in column and ordered the assault. The enemy were formed behind a rail fence in the edge of thick woods. In their front, slightly descending, extended for some distance a corn field and a tract of cleared land with stumps and logs scattered over a portion of it. The column with fixed bayonets swept on to the attack with firm but rapid step until half the intervening ground had been traversed. Then the enemy's line, hitherto concealed and silent, suddenly smote the column with a sheeted fire so terrific and deadly that it staggered and halted. At this crisis, when another moment might have seen the troops in headlong flight, General Stevens rushed forward on foot, seized the colors of the foremost regiment—the Seventy-ninth Highlands, his own former regiment—as they were falling from the hands of the wounded color-bearer, and, calling upon the men to follow their general, bore them to the front. The regiment, followed by the column, dashed forward with redoubled fury; they hurled the rail fence to the ground with one sweep of the

line, dashing themselves against it, and drove the enemy before them. General Stevens fell in the moment of victory. He was found at the fence, dead, his temple pierced by a bullet, and the flag firmly grasped in his right hand. The Rebel force thus fiercely hurled back was a heavy flanking column commanded by "Stone-wall" Jackson in person. He renewed the fight, but Reno's and afterward Kearny's divisions supported Stevens' veterans until night and a heavy storm of rain, thunder and lightning put an end to the conflict. General Stevens' heroic attack upon Jackson at the battle of Chantilly undoubtedly saved Pope's army from serious disaster. Jackson was advancing rapidly and was one half a mile from the only line of retreat when encountered.

General Stevens was appointed Major General July 4, 1862. At the very hour of his death the President and Secretary of War were considering the step of placing him in command of the army. It appears certain that nothing but death could have long kept him from that command for which his talents, courage and devotion so well qualified him.

General Stevens married in September, 1841, Miss Margaret L. Hazard, daughter of Benjamin Hazard, a distinguished lawyer of Newport, Rhode Island, and left his widow, one son and three daughters. His remains were buried in Newport, where the city reared an imposing monument of granite, upon which is inscribed, "In memory of Major General Isaac Ingalls Stevens, born in Andover, Massachusetts, March 28, 1818, who gave to the service of his country a quick and comprehensive mind, a warm and generous heart, a firm will and strong arm, and who fell while rallying his command, with the flag of the republic in his dying grasp, at the battle of Chantilly, Virginia, September 1, 1862."

It must suffice for Olympia that we select one other name, and that the name of a man in his sphere, a thoroughly representative character, namely:

NATHANIEL OSTRANDER, M. D., 317 Eighth street, Olympia, Washington, one of the oldest medical practitioners in the State, was born in Ulster county, New York, December 28, 1818.

Dr. Ostrander's parents, Abel and Catherine (Esterly) Ostrander, were natives of New York, and were descended from Holland ancestry. Abel Ostrander was reared to agricultural pursuits, which he followed until 1836. Then he emigrated to St. Louis, Missouri, and engaged in building and renting houses. In 1852 he removed to Washington Territory, located a donation claim upon the Cowlitz river, and there followed farming until his death.

Nathaniel Ostrander was taken in infancy by his uncle, Nathaniel, by whom he was reared to the age of fourteen years, enjoying the privileges of the schools of New York city. In 1832 he returned to his parents, and remained with them two years. Then he joined his brother, John, a merchant in St. Louis, Missouri, and as clerk in his store remained until 1836, when he moved to La Fayette county, and there continued mercantile pursuits. He was married, in 1838, to Miss Eliza Jane Yantis, a native of Kentucky, of Dutch descent. In 1845 he removed to Cass county, and engaged in farming, and about this time commenced the study of medicine under the instruction of Dr. D. K. Palmer, pursuing his studies as he drove the plow. In 1847 he moved to Saline county, continuing his studies and attending two courses of lectures in the medical department of St. Louis University, where he graduated in 1848. He then commenced practice in Saline county, continuing until 1850.

In 1850 Dr. Ostrander joined the tide of western emigration, and with an ox team crossed the plains to California. He passed one year at mining, and in the practice of his profession in the camps at Rough and Ready and Onion Valley. In the fall of 1851 he returned to his family in Missouri, making the return trip via the Nicaragua route. He then converted his farm property into cash and a prairie outfit



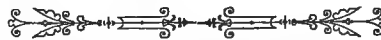
CLARK SPRINGS.

of three wagons and the necessary oxen, and again started for the Pacific coast, bringing his family and father, but this time directed his course toward Washington, then a part of Oregon. Arriving at their destination in the fall of 1852, they located on the Cowlitz river, being among the first settlers in that valley. The Doctor engaged in farming, and also practiced medicine as occasion required, remaining in that locality until 1872. He reclaimed two farms from nature's wilds, and a creek and village now bear his name. In 1872 he sold out and moved to Tumwater, where he opened a small drug store and engaged in a general medical practice. In 1879 he sold his store, and moved to Olympia, where he has since followed his profession.

Dr. Ostrander has been prominently identified with the public affairs of this country, and none have been more untiring in their efforts to advance its best interests than he. He was

the first Probate Judge of Cowlitz county, appointed by Isaac I. Stevens, the first Territorial Governor, and in that capacity served for twelve years. He has served several times on the City Council of Olympia, and two terms as Mayor; also one term as a member of the Territorial Legislature. Socially, he affiliates with the I. O. O. F., having passed all the chairs of the subordinate lodge and encampment.

Although now seventy-four years of age, the Doctor is still erect and vigorous, only practicing among his older patients, and passing the closing years of his life in the enjoyment of peace and plenty. He and his good wife have had eleven children, one son and ten daughters, eight of whom survive: Catherine, Mary A., Theressa, Margaret, May, Florence, Fanny L. and John Y.,—all married and settled in life.



CHAPTER XXXIII.

PRINCIPAL CITIES, CONTINUED.

SPOKANE.

THE "INLAND EMPIRE"—LOCATION OF SPOKANE—BEAUTY OF SCENERY—ITS RAILROAD SYSTEM—SCHOOLS AND BENEVOLENT ASSOCIATIONS—MEDICAL LAKE—EDISON ELECTRIC COMPANY—TELEPHONE BUSINESS—L. H. PRATHER—I. S. KAUFMAN—JUDGE MCBRIDE—REV. J. B. RENÉ—REV. NELSON CLARK.

WHAT is known in the parlance of the Western coast as the "Inland Empire" is the region of country east of the Cascade range of mountains in both Washington and Oregon, extending from Couer d'Alene mountains on the north and the Klamath plateau on the south, and reaching eastward to the granite foot of the great Rocky range. In area it is three times as large as the great "Empire State." Its popular title, therefore, "The Inland Empire," is by no means an unmeaning designation. With many towns and cities of the great

present, and vastly greater prospective importance, it has one that is, and without doubt is to remain, the regal queen of that imperial realm, namely, Spokane.

"Beautiful for situation, the joy of the whole earth," is this Spokane. If this may seem a hyperbole in the statement the writer will consent to limit its application to the "Inland Empire,"—a region of scenic loveliness and grandeur and sublimity not exceeded on the whole on the American continent. As the eye never wearies of this loveliness, so the pen would not tire in

recording it; but the limitations of our book compel discretion.

The city is located in the very heart of the most perfect scenic poem. Form and color and motion have here their rarest blendings. Woodlands, lawns and waters mingle green softness, gray soberness and silver brightness in one long and broad picture such as no hand but that of the Infinite Artist could ever touch. Just where the Spokane river, which has come wandering down through the plains from the northeast for many miles, breaks first into laughing ripples, then speeds away through various channels for a half mile race of flashing and jeweled beauty, and then leaps and rushes out of sight into the deep basaltic chasm of its lower flow, the city crosses plain and river, and rises up the hill-slopes that echo back and across the soft music of the incomparable cascade.

The divine marvel of its jeweled setting is matched by the human marvel of its own growth and beauty. Only twenty years ago a pioneer explorer, searching for a way through an uninhabited wild, accompanied only by his wife, a pioneer like himself; and a little daughter, found himself so bewildered in the unpathed intricacies of pine forests and basaltic precipices at the nightfall of a long June day of lonely travel, that he was compelled to halt and camp for the night under a pine tree's protection, without food for supper or breakfast. The morning woke them with the tremulous music of a near waterfall filling the white air. They found that they had encamped almost where the spray of Spokane Falls would moisten their brows. Against the gray breast of a distant hill a few blue wreaths of smoke from some Indian wigwams were all that told of humanity near. Then the writer first saw this spot; but he did not dream that night of all that he would see here only twenty years later.

How to write of Spokane in any way and not seem to deal in eulogy rather than description is hard to tell. Its simple story is a romance. Its statistics show almost an Aladdin's creation. To enter upon either is to venture a field where

we can find no near place to pause. A few sentences must cover all that we say, before we introduce to our readers some of the characters, who type hundreds like themselves, who were the builders of this Queen City.

Spokane is the inland center of a vast system of railroads. It is on the main line of the Northern Pacific and Great Northern roads. A branch of the great Union Pacific system, leaves its main line at Pendleton, in Oregon, makes this its objective point. The Spokane Northern, now terminating at Northport on the upper Columbia, but to extend to the center of the great mining districts of British Columbia, the Spokane and Idaho, with other lines begun and projected, make this the one great focus of travel and trade in this vast interior.

Its street railway system is a prominent feature of the city's progress,—cable, electric and motor lines, operated by four companies, thirty-six miles combined. The electric-light plant, the cable railway, the electric railway, the machinery of the city water works, an efficient water service for the fire department, are all operated by the water power of the falls. By a telephone system the city is connected with all points within a radius of 300 miles. The number of church organizations is about thirty, all denominations being represented, some having several church edifices. There are ten public schools, employing fifty-eight teachers, one of which is the high school, with twelve instructors. Of private schools the most notable are the Gonzaga College, with 100 pupils; two parochial schools, a girls' academy, a kindergarten school and orphanage, the Jenkins University, St. Mary's Hall, a young ladies seminary; a music conservatory and a business college. The Hospital of the Sacred Heart, conducted by eighteen Sisters of Charity, has 100 patients. The Sisters of St. Joseph conduct an orphanage, under the auspices of the Roman Catholic Church, with 150 orphans at present under their care. The Ladies' Benevolent Society maintain a children's home, and now have forty in charge. There are eight banks, with a

paid-up capital of \$1,600,000; surplus and undivided profits, \$500,000. There are also several savings banks; the two leading ones have an aggregate capital of \$110,000 and a surplus of \$50,000. There are located here two flour mills, four breweries, twelve wooden-product factories, four iron foundries and many other manufacturing enterprises.

Like Seattle the city of Spokane was visited by fire in the eventful year for Washington fires. On July 4, 1889, the entire business section of Spokane Falls, as the city was then called, was swept out of existence by a devastating fire; and, like her sister city, Spokane has also arisen resplendent from the heaps of ruins, and finer, more substantial and more beautiful structures adorn Spokane, the third principal city of the State of Washington.

A remarkable physical feature of the county, immediately related to Spokane, is Medical Lake, the location of the Eastern State Hospital for the Insane, which has 216 patients confined therein. The lake is situated on the summit of the great plain of the Columbia, at an altitude of 2,300 feet above sea level. It is about one mile long with a width of over half a mile. It is so named from the medical properties of the water. By an analysis by Professor Lansing, of New York, the water was found to contain in grains per United States gallon: Soda chloride, 16.370; potassic chloride, 9.241; lithic carbonate, traces; sodic carbonate, 63.543; magnesia carbonate, .233; ferrous carbonate, .525; calcic carbonate, .186; aluminic oxide, .175; sodic silicate, 10.638; potassic sulphate, traces; sodic diborate, traces; organic matter, .551; total, 101.463. The Indians ascribed to its waters healing properties long before the lake became a popular resort for the white man.

As typing other facts in the material growth of this city we append the following:

EDISON ELECTRIC ILLUMINATING COMPANY.—The electric light industries in the town were started in the fall of 1885, under the name of the Spokane Falls Electric Light & Power Co., and a modest little plant consisting of

twelve arc lights and 150 incandescents was established in a station building in the center of the river on the north side. In 1886 the plant was removed to more commodious quarters, and in the fall of that year the Edison Electric Light Company, of New York, became stockholders in the plant, making the concern one of the then thirty-four central stations in the United States. An addition of thirty-five arcs and 1,000 incandescents was then installed. So great was the growth of the business that in 1887 all the available power at the new site in question was being used, and the directors were at their wit's end for increased facilities.

At this time Mr. Norman, who was the owner of the telephone interests in the city and throughout the Coeur 'd Alene country, took the management of the plant, and a large interest in its stock, and set about to find a location upon the river which would give them ample power for all time to come. Engineers were engaged, and careful estimates made of the various sites, with the result that a selection was made of what is known as the "lower and main power" of the river, which has a fall of seventy feet and a rated power at the lowest stage of the river of 18,545-horse power. This property, together with the C and C mills, and the whole of the water power of the Spokane river lying west of and embracing some twenty acres of land and more than two-thirds of the entire water power of the Spokane river, with riparian rights on both sides of the river, was under Mr. Norman's management, gathered together under one body, and a new corporation was formed, known as The Washington Water Power Company, for the purpose of acquiring the property and developing it, the stockholders in the new company being the controlling stockholders in the Lighting Company.

The capital stock of this new company was \$1,000,000, the officers of the company being F. Rockwood Moore, president; J. D. Sherwood, treasurer; and W. S. Norman, secretary. The company secured the services of Colonel J.

T. Fanning, the eminent hydraulic engineer, as their consulting engineer, and Mr. Henry A. Herrick, C. E., as their resident engineer, and plans for the entire development of the river were prepared in the spring of 1889, when the work of improving the power was commenced. A dam, sixteen feet high, was constructed across the river on solid basaltic foundations at the great power, and headgates in solid granite masonry were built for the purpose of carrying the flumes to supply the power to the tenants.

The station building of the Edison Company was started in the spring of 1890, and the whole plant was completed, and was in operation in the fall. The Edison plant to-day is the most complete water-power electric-light station in the United States. It is a building, 60 x 120 feet, two stories high, of fire-proof construction throughout, the wheels being run under seventy-foot head. The water is carried to the station through two steel penstocks, each seven feet in diameter. The wheels are of the Victor Twin Horizontal pattern, and the whole plant is so arranged that uninterrupted power can be given for all time. The current has never been shut off since the station has been opened.

One of the best evidences of the growth of the city is found in the remarkable growth of this plant. In 1885, as we have said, it was running twelve arc lights and 150 incandescents, consuming about thirty-horse power. To-day in its big building it is turning out 10,000 incandescents and 600 arc lights, and furnishing electric power for all the lines in the city, its power users alone consuming 850-horse power, and the whole plant to-day is using over 2,000-horse power. Most of the elevators in the city are run by the electric motor; the current is used to run all the printing-presses in the city, as well as for heating cars, cooking-stoves, and various domestic appliances, and fans for cooling and ventilating purposes are everywhere in circulation. The company's arc mains to-day are nearly 200 miles in length, and its incandescent

mains traverse every graded street in the city. The station runs both day and night without interruption, and so popular is the current that to-day upward of 500 residents in the city use it.

In 1886 the first street-car line was built in the city. It was originally installed by Messrs. Browne, Cannon & Ross, who afterward sold their interest to the Spokane Street Railway Company, in 1889. The Spokane Cable Railway was organized for the purpose of building a cable railway across the Monroe street bridge. This road was completed in the fall of 1889, and shortly after this time the stockholders of the Cable Railway Company purchased the controlling interest in the Spokane Street Railway Company.

In February, 1891, the two companies being embarrassed, their plant was offered for sale, and as a result of negotiations was purchased by Mr. Norman in the interest of the Washington Water Power Company. Plans were at once made for the transformation of the system into a complete electric system, and bonds were issued for the purpose, and by September 1, 1891, the plant had been entirely reconstructed and remodeled, and the nucleus had been laid for a large and controlling system. The lines of the old company were principally in the west end of the town and on the North Side, but in September franchises were secured by purchase and grant in the east end of the city, and this section has now been covered with lines, while during the present year the company has acquired control of the Ross Park Street Railway Company, the pioneer electric road of the city, which practically gives them control of the entire railway business of the city with the exception of two suburban lines. The company to-day operates twenty-five miles of electric road and three miles of cable road. It operates twenty-three cars daily and has a car equipment of thirty-five cars. The cars are of very handsome design, the color adopted being white. The company owns large tracts of land lying along the line of its various roads, which radi-



Leander Hamilton Prother.

ate from the center of the city and reach out in all directions with nine arms. The whole of the stock of the companies is owned by The Washington Water Power Company. The total investment in the street-railway system, including its lands, figures up in the neighborhood of \$1,000,000.

The company owns its own repair shops and all of its machine work, and most of its car-building is now being done on the ground.

The Washington Water Power Company is also engaged in the milling business, owning and operating the C and C Mills with its series of warehouses throughout the adjacent country. This branch of the business is under the superintendency of George S. Palmer.

TELEPHONE BUSINESS. Spokane is the center of one of the most complete systems of long distance telephoning in the West. The plant in Spokane was started in 1886, under the name of Spokane Falls Telephone Company, Mr. W. S. Norman being principal stockholder, with a plant of fifty subscribers. A line was at this time built connecting the Cœur 'd Alene mines just then discovered with Fort Sherman, and from Fort Sherman messages were transferred by Government telegraph wire to Spokane. In the following year a through line was constructed from Spokane to the mines, and in 1888 Mr. C. B. Hopkins, the pioneer telephone man of eastern Washington, connected the Palouse country system with the city, and with Mr. Norman built lines from Spokane westwardly through the Big Bend country. In the spring of 1891 the plants, which had grown so amazingly in the four years, that they made an increase of 900 per cent., were consolidated under the name of The Inland Telephone and Telegraph Company, the American Bell Company taking a preponderating share in the stock. Of the new company the officers at present are W. S. Norman, president; C. B. Hopkins, general manager; F. R. Drake, secretary.

The company has vastly extended its toll line business, and to-day Spokane is within

speaking reach of 100 towns and villages in eastern Washington, eastern Oregon and northern Idaho, through lines extending clear across the State of Washington into Oregon. There are to-day three lines running south of the town into the Palouse country alone, and construction has been commenced upon a metallic circuit line from Spokane to Portland, Seattle and Tacoma. The company is now operating exchanges in Spokane, Colfax, Pullman, Palouse City, Moscow, Pendleton, Ellensburg, Dayton, North Yakima and Walla Walla, connection being had at a moment's notice between the subscriber's instrument and the subscriber in any other town. The capital stock of the company is \$300,000.

During the recent labor troubles in the Cœur d' Alenes, the lines played an important part and were busy all the time in bringing out news of the calamitous affair. The mileage of line engaged in the telephone system of the city alone is about 400 miles, the number of subscribers being between 500 and 600, each subscriber having a separate line.

Among those whose life and work have made Spokane, and the great country of which it is the pulsing heart what they are, may be named the following:

L. H. PRATHER, a prominent lawyer and a member of the firm of Prather & Danson, Spokane, Washington, was born in Vernon, Jennings county, Indiana, in 1843, a son of Hiram and Mary A. (Huckleberry) Prather. His father was a leading member of the Indiana bar, often representing his constituency in the Legislature of that State, and during the Rebellion won for himself a brilliant war record. He was Lieutenant Colonel of the Sixth Indiana Volunteers, was wounded at the battle of Pittsburg Landing, and was compelled to resign his commission in 1863 on account of poor health. The subject of our sketch also took part in the Civil war. He was first a member of the Sixth Indiana Volunteers and afterward of the One Hundred and Fortieth Volunteer Regiment of that State. He was present at the

battles of Pittsburgh Landing, Stone River, second battle of Murfreesboro, and the battle of Town Creek, North Carolina. He was detailed as acting Quartermaster on General Carter's staff and Chief of Ambulances of Third Division of the Twenty-third Army Corps, and was mustered out of the service July 11, 1865. He is now a member of the G. A. R., Sedgwick, Post No. 8, Spokane, and has served as Fourth Post Commander of the same. He has served two terms as member of the State Board of Education of the State of Washington.

Mr. Prather received his early education in his native town and later attended Asbury University, Greencastle, Indiana. While at home and during his university course his studies were such as to incline him to adopt the legal profession, and he was admitted to the bar at Columbus, Indiana, in May, 1868, since which time he has constantly been engaged in legal practice. During the past decade Mr. Prather has been a resident of Spokane, and has always taken an active interest in its progress. The firm of Prather & Danson, occupying one of the most commodious suites in the Granite Block, corner of Riverside avenue and Washington streets, holds a high position among the legal profession, and justly so, for its individual members have had many years of practical experience in their profession and have been eminently successful therein. Mr. Prather is of a literary turn of mind and devotes his leisure time to the study of literature. He is a member of the Methodist Episcopal Church, of which church his father and grandfather were also members.

He was married in 1879, to Miss Edna L. Rice, daughter of the late Hon. M. L. Rice of Arkansas, and a grandniece of ex-Governor Letcher of Kentucky. They have five children, Rose, Leander, Kate, Edna, Mary and Rice. Mr. Prather is in Spokane to stay. His attractive home in Altamont, one of the finest suburbs of this city, is brightened by the presence of his charming wife and and lovely children; so it

is not surprising to find him always in a happy and cheerful mood.

I. S. KAUFMAN, of the firm of I. S. Kaufman & Co., real estate dealers, Spokane, Washington, has been identified with the interests of this growing city since 1883.

Mr. Kaufman was born in Macon county, Illinois, in 1844, second child and only son of John and Margaret (Montgomery) Kaufman, natives of Pennsylvania and North Carolina, respectively. His father, a contractor and builder, removed to Illinois in 1836, and in that State passed the rest of his life, and died in 1877. In early life he was a Whig, and later a Republican. He was a worthy member of the Methodist Church, as also is his venerable wife, who died August 12, 1892.

In 1862, at the age of eighteen, the subject of our sketch left school and entered the service of his country, becoming a member of Company F, One Hundred and Fifteenth Illinois Infantry, and remained with his regiment until the war closed. He entered as a private and was mustered out as Orderly Sergeant. Returning home broken in health after the war, Mr. Kaufman attended school one year and then spent four years in Minnesota, engaged in farming and speculating. At the end of that time he went back to Illinois, located at Decatur, and was there engaged in the real-estate business until he came to Spokane in 1883.

From the time Mr. Kaufman located in Spokane his name has been synonymous with honesty, integrity and business ability. Probably no man is better versed about the vast resources of the entire State of Washington than Mr. Kaufman, and his faith in her future has led him to become identified with some of the largest enterprises in Spokane. His excellent judgment, together with his enterprise, has enabled him to accumulate a large fortune within a comparatively short time. Immediately upon his arrival here he entered into the real-estate business and has been identified with that important branch ever since. In public life as well as business



Lucius B. Child

circles he has always commanded the highest respect of his fellow-citizens who elected him as a member of the City Council for two years, and subsequently honored him with the election of Mayor of the city during an unexpired term. Mr. Kaufman organized the Ross Park Syndicate in 1887, and with Messrs. Dennis and Bradley and the syndicate organized and built the Ross Park electric railroad. He conceived the idea of erecting a block of granite, and he and Mr. Tilton, another one of the most prominent capitalists and business men of Spokane, erected in 1889 what is known as the Granite Block, occupying ninety feet frontage on Riverside avenue and eighty-three feet on Washington street, and built at a cost of \$120,000. It is five stories with a cupola, and the walls are granite from foundation to roof, the stone being from the famous granite quarries of the Little Spokane. It is lighted by electricity and heated by steam. An elevator is one of the modern conveniences which the occupants of the building appreciate. Another prominent institution with which Mr. Kaufman is connected is the Exchange National Bank of Spokane, of which he is a director. He has served as a member of the School Board and is now a Trustee of Jenkins University. He is a member of the G. A. R., Sedgwick Post, and both he and his wife are members of the Methodist Church, he being an active worker in the same and having organized the Sunday-school on the North Side.

Mr. Kaufman was married in Illinois to Clara Belle Odell, and has five children: G. Wilson, Raymond T., Ralph, Clara Bessie and Isaac Karl.

JUDGE JOHN R. McBRIDE, a resident of Spokane since June, 1890, has for many years been prominently identified with various portions of the West.

He was born August 22, 1833, son of Dr. James McBride, a native of Tennessee, and Mahala (Miller) McBride who was born in Missouri in 1811. A self-educated man, he was the first Superintendent of Schools in Yam Hill county, Oregon, and during his incumbency

placed the schools of that county on a well-established basis. He studied law in Oregon with David Logan, son of Stephen T. Logan, of Springfield, Illinois, and in 1855 was admitted to practice in all the State and United States Courts. The following year he opened an office in Yam Hill county, Oregon, and remained there, engaged in the active practice of his profession until 1865, when he went to Idaho. He was a member of the Constitutional Convention in Oregon in 1857, and in 1862 was elected to Congress, on the Republican ticket. In 1865 he was by President Lincoln appointed Chief Justice of Idaho, served three years and then resigned. He practiced law in Boise City until 1873, and from that time until June, 1890, was a resident of Salt Lake City, being engaged in the practice of his profession there under the firm name of Sutherland & McBride. The Judge served as a member of the Republican National Committee of Idaho for eight years and also of the same body in Utah for eight years. He was one of the delegates to the Republican National Convention at Minneapolis in 1892, which nominated Benjamin Harrison for President. He now has a large legal practice in Spokane, being attorney for the Northern Pacific Railroad Company and doing an extensive business for various mining corporations.

Judge McBride has been twice married. In 1852 he wedded Miss E. M. Adams, a native of Illinois and a member of a prominent family. She died in 1866, leaving three children, namely: Isabella Octavia, wife of Secretary Wanamaker's private secretary; Willis P., Clerk of the Superior Court of Seattle, Washington; and Frank M., Assistant Postmaster in the post office at Salt Lake City. In 1871 he married Miss Helen Lee, of Philadelphia, and they have four children: Howard, Anne Lee, Walter S., and Henry C.

The Judge is a member of the Masonic fraternity.

In connection with his family history, it should be further stated that his youngest brother, George W. McBride, is Secretary of

the State of Oregon, and that another brother, Thomas A. McBride, is one of the District Judges of the State of Oregon.

REV. J. B. RENÉ, S. J., the able President of Gonzaga College, in Spokane, Washington, who has been for many years prominently identified with the educational institutions of the Roman Catholic Church, was born in Montrevault, on the western shore of France, in 1841. His earliest education was received in the Institution of Combrée, where he remained seven years, afterward entering the University of France at Angers, graduating at the latter institution in 1861, when twenty years of age. He then entered the Seminary of St. Sulpice, for the purpose of completing his theological course, with a view of following a religious calling. In 1862, he entered the Novitiate of the Society of Jesus, at Angers, and two years later he was sent to St. Acheul, near Amiens, in Cicandy, to study rhetoric. In 1863, he entered the Scholasticate in Laval, where he studied philosophy and the sciences for three years. In 1867, he was sent to Paris to begin his career as a teacher in the famous College of Vaugirard. In 1870, he was obliged to leave Paris on account of the Prussian invasion, and went to Le Mans, in order to assist in the founding of the College of Notre Dame de Sainte Croix, where he taught the classics, from grammar up to rhetoric, to sixty students. In 1874, he began the theological course of study at St. Bennos, in England, which institution, situated on a hill in the midst of the beautiful scenery of that region, commanded a view of Liverpool and the ships sailing on the sea to all parts of the world. After four years, he returned to France, and took the direction of the Apostolic School, of Poitiers, Vienna. After one year, he was sent to Brest, in Brittany, to be prefect of study and discipline in the naval school of this strong and impregnable harbor. After a year here, he went to Paray-le-Monial in Burgundy, to give one year to ascetical studies, near the famous sanctuary dedicated to the Sacred Heart, where the beloved Margaret Mary was favored with the wonderful

apparitions that gave birth to the Devotions of the Sacred Heart. In 1880, he was dispatched to Ireland, in order to assist in the founding of the Apostolic College of Munqot, near Limerick. He remained at the head of this college for eight years, first as director of the students under the rectorship of Rev. W. Ronan, and then as rector himself of this flourishing establishment. Many apostolic priests, now working with zeal in America, Africa, China and Australia, passed from that missionary place. In 1888, he returned to France, and devoted one year in the Island of Jersey to the training of the naval students, there committed to the care of the French Jesuits. In 1889, he was sent to Rouen, in Normandy, a city remarkable for its historic monuments, such as Ouen, etc., and by the martyrdom of the heroic Joan of Arc. While here, Father René asked to be sent to the Rocky Mountains Mission, where, after a few months spent at St. Ignatius Mission, Montana, and at the Desmet Mission, Idaho, he was appointed President of Gonzaga College, on April 2, 1891, which position he has ever since filled. Here, as elsewhere, he has been characterized by that energy and ability which has been the mainspring of his success in life, and which has filled the minds and hearts of so many students with zeal and learning, which they have carried to the uttermost ends of the earth.

REV. NELSON CLARK.—Few men have in them naturally more of the essential elements of the true pioneer than has the subject of this sketch. Quite careful, methodical, persevering, full of that foresight which sees both opportunities and dangers from afar and prepares for them, he could hardly have failed to make a reasonable success of life.

In addition to the elements that are in his own being, and in no small measure accounting for them, Mr. Clark had the happy fortune of being well born. He was the son of Archibald Clark and Nancy (Pope) Clark, and was born to them in Decatur county, Indiana, October 28, 1830. His mother was the daughter of Benjamin D. Pope, in whom was mixed the warmth

and solidity of the blood of France and Wales, and was also a cousin of Roger Sherman, whose name is among the immortal signers of the Declaration of American Independence. Mr. Benjamin D. Pope was a resident of Canada at the time of the American Revolution, but he so resolutely refused to take up arms against the colonies that he was thrown into prison for six weeks, when he made his escape, took his family and crossed the St. Lawrence river and took up his abode in the colony of New York. Here Mr. Clark's father was born, and from here he removed to Decatur, Indiana, at an early day, where Nelson was born. The family removed to Iowa in 1847, and then to Adams county, Illinois, where the father died July 10, 1864. He was for many years a local minister in the Methodist Episcopal Church, and his was the welcome home of the pioneer itinerants of that region for many years.

In the spring of 1853, Nelson Clark, then but a youth of twenty-three, decided to emigrate to Oregon. Young as he was, and reared amidst the aspirations of a pioneer life, he was already a licensed preacher in the Methodist Episcopal Church. Like many another who subsequently achieved success on the Pacific Coast, Mr. Clark worked his way across the plains for the weary half-year that it then required to make that journey.

On arriving in Oregon in the autumn, Mr. Clark settled in Grand Prairie, in Lane county, on a land claim. In the spring of 1854 he was called to the work of the active ministry by Rev. T. H. Pearne, presiding elder of the Methodist Episcopal Church in Willamette valley, who appointed him to a pastoral charge. In 1855 he united with the Oregon Annual Conference, and entered fully upon the work of the ministry. He had not been long in this work when the good genius, that has so often and so long helped his destiny, gave him, as the companion and help of his life, Miss Jane Gilbert, daughter of Lorenzo Dow and Hannah (Belknap) Gilbert, of

Belknap settlement, in Benton county, Oregon, to whom he was married in 1856. By birth-right, by personal endowments, and by those qualities that make a pure and noble womanhood, she was all that he might have desired as the help and hope of his life.

In the work Mr. and Mrs. Clark had chosen they labored earnestly and successfully. Mr. Clark served acceptably and profitably quite a number of the more prominent of the charges of the Oregon conference, such as Eugene City, Brownsville, Shedd, Dallas and Hillsboro, for thirty years. In 1885, his health having so far failed that he did not feel that he was longer fitted to endure the strain of the itinerancy, he took a superannuated relation to his conference, and moved with his family to Spokane Falls in the then Territory of Washington. Here his faithful fortune again smiled upon him, for, by the wise investment of what his life of careful economy and faithful industry he had been able to save during the former years, he became comparatively wealthy. Since 1885 Mr. and Mrs. Clark have resided continuously in Spokane, where they have won the respect and confidence of the people in an eminent degree.

To them have been born a family of seven children, whose lives have reflected the virtues and purity of the home from whence they went out. Two of them, namely, Mrs. Alice M. Doane, and Miss Effie Jane Clark, both ladies of most exalted character, have died. The latter passed away while a student at Evanston, Illinois, leaving a record for character and accomplishments that are the pride and boast of the great institution of which she was a most beloved and honored student.

After a full forty years of honorable and useful pioneer life Mr. Clark and his most worthy companion are spending the late afternoon of their history in the rest of a beautiful home that overlooks one of the most charming city and country views which the human eye ever beheld, and they are well worthy of it.

CHAPTER XXXIV.

PRINCIPAL CITIES, CONTINUED.

TACOMA.

THE NORTHERN PACIFIC RAILROAD—THE TACOMA OF 1887—OF 1892—CAUSES—BEAUTY OF LOCATION—BIOGRAPHICAL SKETCHES OF MAJOR-GENERAL J. W. SPRAGUE AND COLONEL CHAUNCEY W. GRIGGS.

GEORGE FRANCIS HOAR, in an address before the Massachusetts Club of Boston, in July, 1889, said:

"It is difficult to imagine what must be the destiny of that wonderful region (Puget Sound), unsurpassed on this earth for the fertility of its soil, and with a salubrious climate where it seems impossible that human life should come to an end if the ordinary laws of health should be observed, with a stimulating atmosphere where brain and body are at their best. * * * * *

There our children, our brethren and our kinsmen have carried the principles of New England; there on the shores of that Pacific sea they are to repeat on a larger scale, with grander results, this wonderful drama which we and our fathers have enacted here. There are to be the streets of a wealthier New York, the homes of a more cultured Boston, and the halls of a more learned Harvard, and the workshops of a busier Worcester."

When twenty years ago the Northern Pacific Railroad began its bold march across the continent, its way lay over trackless prairies and into forests virgin and deep. Its forerunner at the south, the Union Pacific, had followed that long line of human bones which stretched away across the great desert, the ghastly tracing of that tidal wave of emigration which had swept to the gold fields of California. It followed in the wave of population; its objective was a rich and developed commonwealth. The new road sought an almost undiscovered and unpeopled country. The long tier of great territories which the Northern Pacific would traverse on its way to the ocean were little more than lines

upon the map. But the projectors of the road knew that therein lay the locked-up wealth of an empire, and their daring and fertile brains were populous with dreams.

Far to the westward, a natural gateway to the Pacific, lay a beautiful inland sea, bluer than the Ægean and shadowed by a soaring mountain dome of snow, before whose bold and massive splendor high Olympus would shrink to the stature of a pigmy. By the shores of this sea they saw rise, in prophetic vision, a city of commerce, beauty and wealth; a rival of San Francisco, a terminal of trans-continental and trans-Pacific traffic, a mart of inland, coastwise and oriental trade. It was a dream, but when the hour struck, it was to be fulfilled with the rapid action of a romance.

In 1887 the railroad's long struggle for a passage across the Cascades was ended, and the first overland train, by direct route, touched the shores of Puget Sound. Years before the directors had chosen as the terminal a commanding site at the extreme head of navigation on the sound. It took its name from the great mountain at whose feet it lay, known in the melodious Indian dialect as "Tacoma." But the resolution of a board of directors did not make a city. In 1880, what was then Tacoma, was an Indian trading hamlet of hardly 800 people, lying close to the water's edge, and walled in by the somber forest. Three years later the establishment of an all-rail connection with Portland and the outside world, lent a quickening pulse. But the completion of the stampede switch-back found it still a struggling western town, new and raw and crude. There were a few graded streets; for the rest, the charred stumpage and fallen

giants of the burned-over forest rose bare and black against the circling bluffs.

Were an Easterner, accustomed to Eastern slowness of development, having known the Tacoma of then, to behold the Tacoma of to-day, he might easily conceive himself face to face with the magic of Aladdin's lamp. The Tacoma of to-day is the achievement of those short five years. In that brief time the dense jungle of a Puget Sound forest has been cut away, its roughness subdued, and in its stead there has been planted a modern and beautiful city—a city of more than 30,000 population, of \$43,000,000 of assessed wealth, with a great trade by water and by rail, with magnificent business blocks, with tasteful and elegant homes and stretching lawns, club houses and fine public buildings, cable and electric railways, with parks, with libraries, with theaters, with schools and colleges, —all the appointments of civilized life, and organized on a scale which would reflect credit on a city with quadruple the population.

It is doubtful if a similar example of development so swift, so well ordered and complete, can be summoned even from the pages of the rapid growth of western cities. The discoveries of "bonanza" mines have created great mining camps like Leadville and Butte, in perhaps a like space. But Tacoma is not an uncouth mining camp of the frontier, but a city of Eastern appearance, Eastern people, and Eastern culture. A Pullman to be sure is more perfect architecturally, for individual effort cannot achieve the symmetry attainable by the compactly directed expenditure of millions. But Tacoma is not, like a Pullman, the child of a corporation, although the Northern Pacific railroad may have stood as its god-father; and Tacoma has what a Pullman can never have, the unwearying panorama of the pine-darkened Cascades, the blue Olympics with their cresting snows, the broad expanse of placid sea, and best of all, the Jovian front of that most stately and superb of all the mountain peaks of the continent, Mount Rainier, frequently called Tacoma.

The growth of the new city was swift and astonishing. But was it solid and enduring? Did it tread firm earth, or was it but the figment of a "boom"? Let the last two years answer. The wild rush which had followed the completion of the railroad to Puget Sound was already over when the Baring failure drew taut the purse strings of every investor and capitalist. The stringency was keenly felt in the long established States,—still more keenly in the new. Yet the two years which followed have done more for Tacoma than the three which preceded. Speculation stopped, building began. The long column of real-estate transfers was replaced by the tabulation of building permits. These two years have seen the rise of the city's most imposing structures,—its courthouse costing \$350,000, its city hall costing \$300,000, the Chamber of Commerce, the Berlin, Bernice, Washington, Fidelity, California, Merchants' National Bank, Pacific National Bank, Gross Bros., Tacoma Theater, and other splendid blocks; they have seen the beginning of construction of a \$2,000,000 hotel, the finest on the coast, now nearing completion; they have seen a steady stride in population, in business and trade, the construction of buildings whose value aggregates over \$6,000,000, the development of a jobbing trade from \$10,000,000 to \$18,000,000.

Such has been Tacoma's advance in the face of financial stringency, and when the last semblance of a "boom" had passed away it signifies with decisive emphasis that the city's growth, phenomenal as it has been, was not of that factitious and mushroom character so often seen. There were, in truth, deep, more potent causes operating to build a great city at the head of Puget Sound. That such a city should one day exist was a sure and fixed destiny when the idea of a northern trans-continental line first found root in the brain of its projectors.

It lies along what the prophetic finger of Senator Thomas H. Benton forty years ago pointed out as "The American road to the

Orient." The construction of the Northern Pacific was one link of connection; the establishment of the Tacoma-Hong Kong line of steamers was the second. Just as ocean commerce has built the cities of New York, Boston, Baltimore, just as the Chinese-Japanese shipping has been a chief factor in the growth of San Francisco, so would the establishment of commerce and shipping, combined with its position as the terminal of a chief transcontinental railroad, be sufficient in itself to build Tacoma to the stature of a great city.

But the conspiracy of forces goes yet deeper. Back of New York and Baltimore was commerce; back of Pittsburg was coal and iron, back of Chicago, Omaha and Kansas City were the granaries of the west; back of St. Paul and Minneapolis were the pine forests of Minnesota and the Dakota wheat fields; back of Denver was the wealth of the Rockies; and by reason of these things those cities have grown great. Back of Tacoma are the wheat fields of Eastern Washington and the hop fields of the valleys of the Sound, the coal and iron deposits of the Cascades; in the Cascades, too, are stores of gold and silver, and round about the Sound is the greatest forest on the American continent; and by reason of these has the city achieved its present position. Here is the secret of its astonishing development. Had indeed the conjunction of natural resources been less powerful no such development could have taken place. But whoever will give attentive examination of the various factors at work will cease to wonder at the result.

It would be over-just to Tacoma, and unjust to other representative cities of the State, if we did not say here that these great factors are common, in a great measure, to the other cities of the sound, and are the pledge of a future of growth and power in that whole region of which this city will be an expressive type. It would be impossible for us to do more than give them this generalization without attempting to lead our readers into the domain of statistics.

For the rest of the story, the reader is invited to visit and behold with his own eyes the city itself. Man, maker of cities, may have summoned to life the wealth of its forests and its hills, have made its valleys hum with the voices of industry and set its beautiful harbor with ships, but the hand of man could never have sculptured her imperial hills, and dowered these with an air and view that take us back for comparison to the land where civilization lay in its cradle, and awoke to poetry under the soft skies of Greece. Circling the waters of Commencement Bay and terraced like a broad amphitheater, lie the bluffs on which the city is built. The business part occupies the narrow strip of shore line, and the lower terraces; above these, rising tier upon tier, is the residence portion; the green sward of the lawns, green the whole year round, giving an exquisite setting to the gayer colors of the handsome modern homes. These latter are one of the remarkable features of the city; their cost exceeding those of any city of equal or even much greater size. In every direction stretch vistas of exquisite beauty. Only the far horizon limits the wide view—a horizon set up for almost its entire rim, of the Cascades and the Olympics. "Lifting far their crystal climb of snow," and high over these, Mount Rainier, rearing his snowy battlements far above the clouds. The air seems still with a singular serenity, and soft as a caress. Neither scorching blasts nor fierce, cold cyclones, blizzards nor thunder-storms disturb its peace. Roses, blossoming as never roses of Sharon blossomed, scent the air from May to January. The summer is a long June, and winter a mild November.

And it is perhaps this rare union of physical wealth and salubrity of climate, opportunity for business and restful, restorative air, that has won so many wealthy, cultured and intelligent people to this new city. Here the race for wealth is not won at the price of a ruined constitution; here health and fortune, successful business and daily enjoyment of life may go

hand in hand. It has converted many a tourist to a resident, and contributed powerfully to that splendid march of development we have told. It will be a potent factor in the city's progress toward the attainment of its manifest destiny, so much of which it has already claimed for its own.

Following are sketches of representative citizens of Tacoma:

MAJOR-GENERAL J. W. SPRAGUE, than whom no name is more intimately associated with the development of Tacoma, justly deserves mention in the history of Washington, which State he helped to create.

John Wilson Sprague was born in Washington county, New York, April 4, 1817, his parents being Otis and Polly (Peck) Sprague.

The founder of the Sprague family in America was William, who came from England in 1628, landing in Massachusetts in September. He settled at Naumkeag (Salem), and was known as one of the leading planters of Massachusetts. He was appointed by Governor Endicott to explore and take possession of the country west of Hingham, and in 1636 several parcels of land were given this explorer by the town of Hingham. From the latter town, he removed to Charlestown and made peace with the Indians there, two of his brothers being the first settlers of that place. William died at Hingham, October 26, 1675, after a long and useful life spent in the service and development of his country. One of his sons, Anthony, had a son Jeremiah, among whose children was Knight Sprague, whose son Asa had a son Otis, the father of the subject of this sketch. Asa Sprague, the grandfather of the General, was born at Hingham, the old family seat, and Otis was a native of Worcester, Massachusetts, but eventually removed to New York State.

John W. Sprague, whose name heads this sketch, was a mere boy when his parents removed to Troy, New York, where he resided until he was twenty-eight years of age. He was educated in the common schools of that city and at the Rensselaer Polytechnic Institute. On

completing his education, he embarked in the wholesale grocery business as a member of the firm of Wallace & Sprague, in which he continued for five years. At the end of that time he removed to Huron, Ohio, then on the frontier, where he established himself in the forwarding and commission business and in lake commerce, as a member of the firm of Wright & Sprague, and later, of Wilbur & Sprague, who, in connection with their regular operations, built, owned and operated vessels. It was in the midst of these active and profitable enterprises that the war of the Rebellion broke out, when, prompted by patriotism, Mr. Sprague at once took his stand in defense of the Union.

On the first call for troops, he raised a company, and reported at Camp Taylor, near Cleveland. May 19, 1861, this company was assigned to the Seventh Regiment of the Ohio Infantry, which was shortly afterward ordered to Camp Dennison. Here the regiment re-organized for three years' time, and was ordered forward to West Virginia. August 11, 1861, while Captain Sprague was proceeding, under orders, from Somerville to Clarksville, with an escort of four mounted men, he was captured near Big Birch river, after a sharp chase of about three miles, by a detachment of the Wise Legion, commanded by Lieutenant-Colonel Crohan. Captain Sprague was taken to Richmond, where he was confined about six weeks in a tobacco house, after which he was transferred to Charleston, South Carolina, being confined first at Castle Pinckney and afterward in the Charlestown jail. January 1, 1862, he was sent to Columbia, South Carolina, and on the 5th was removed to Norfolk, Virginia, to be exchanged, and on the 10th reached Washington city. While on his way to join his regiment, which was still stationed in Virginia, Captain Sprague received from Governor Tod a commission as Colonel of the Sixty-third Ohio Infantry. This latter regiment was at Marietta, Ohio, but its organization was incomplete. This was rapidly accomplished, however, and on the 10th of February, Colonel Sprague moved for-

ward with his regiment, to report to General Sherman, at Paducah, Kentucky, and immediately on arriving there was ordered to report to General Pope at Commerce, Missouri. Under the latter officer, Colonel Sprague participated in the operations at New Madrid and Island No. 10, after which he joined the army at Pittsburg Landing. He moved with the army against Corinth, and subsequently commanded his regiment in the battle of Iuka, but was only slightly engaged. The Colonel again participated in the battle of Corinth, October 3 and 4, 1862. On the 4th, his regiment was posted on the right of Battery Robinett and lost more men, in proportion to its size, than any other on the field. More than one-half of the men were killed and wounded, and but three line officers escaped unharmed.

Subsequently, Colonel Sprague was, for some time, engaged in various operations of minor importance. In the latter part of 1863, his regiment re-enlisted, only seven of the men present declining to re-enter the service. Colonel Sprague has always looked upon this almost unanimous act of his regiment as equal in importance to any of its deeds on the battle field.

In the latter part of January, 1864, Colonel Sprague was assigned by General Dodge, to the command of the brigade, consisting of the Forty-third and Sixty-third Ohio Regiments, the Twenty-fifth Wisconsin, the Thirty-fifth New Jersey, and the Third Michigan Battery. In April, the brigade marched from Chattanooga with the Army of the Tennessee, under General McPherson, and formed part of the grand army under General Sherman. Colonel Sprague was actively engaged during the entire Atlantic campaign, and at Resaca, Dallas and Niojack creek. At Decatur, on the 22d of July, he was, to quote from a history of the war, "conspicuous for coolness and bravery. At Decatur, Colonel Sprague was covering and guarding the trains of the entire army, consisting of over 4,000 wagons. He was attacked by superior numbers, and the contest continued for more than four hours; but by his own bravery

and ability, no less than by the courage and prompt obedience of his men, the enemy was finally repulsed, and only one wagon was lost. His brigade lost 292 men, killed and wounded."

Colonel Sprague was appointed Brigadier-General July 29, 1864. After the fall of Atlanta, he moved with General Sherman to Savannah, and thence northward on the campaign of the Carolinas. After the surrender of the Rebel armies, he moved from Goldsboro, through Raleigh and Richmond, to Washington city, where he participated in the grand review of Sherman's army. His command having been disbanded at the close of the war, he was assigned to duty by the Secretary of the War as Assistant Commissioner for the Bureau of Refugees, Freedmen and Abandoned Lands, with headquarters at St. Louis, Missouri. The district under his charge comprised the States of Missouri and Kansas, and subsequently the Indian Territory. In September, 1865, General Sprague's headquarters were removed to Little Rock, Arkansas, where he remained until November, when he resigned. In the meantime he was offered the position of Lieutenant-Colonel of the Forty-first United States Infantry, which he declined, and he was brevetted Major-General of Volunteers, to date from March 13, 1864. To quote again from the work previously referred to: "His character as a soldier is unimpeachable, and his influence with his regiment, and later with his brigade, was almost unbounded. No one who knew him as a soldier failed to esteem and love him. He was always prompt, efficient and brave."

At the close of the war, General Sprague was appointed General Manager of the Winona & St. Peter Railroad in Minnesota, and removed to Winona. In the spring of 1870 he assumed charge of the interests of the Northern Pacific Railroad west of the Rocky Mountains, and under his direction the road from Kalama to Tacoma was constructed in 1871-'73, and he afterward controlled its operation, and had charge of the land department, as well as of all the varied interests of the company between the

Rocky Mountains and Puget Sound. He also built 325 miles of the line east of the Rockies, between Wallula and Pend d' Oreille lake. He continued in control of the operations of the Northern Pacific in the West until 1882, when his health failed, as a result of the exposures to which he had subjected himself, as well as from the over-activity of his life, and he resigned.

He established the Tacoma National Bank, which was the first national bank ever organized in the metropolis of Washington. In 1889 he sold out his interest in this bank, but has been president of the Union Savings Bank & Trust Company since January, 1892, and is also vice-president of the Puget Sound Savings Bank. Aside from his connection with these institutions, and the attention he necessarily gives to his various interests, General Sprague is practically retired from active business. He was one of the organizers of the Tacoma Chamber of Commerce, and was president of that body during the first three years of its existence. He is a member of the Loyal Legion, having been commander of the Oregon department in the first year of its existence, and when the Washington department was organized he was chosen as its first commander.

June 22, 1843, General Sprague was married in Huron, Ohio, to Miss Lucy, daughter of Judge Jabez Wright. She died in the following year, leaving one daughter, Lucy L., now the wife of John W. Wickham, Jr., of Huron, Ohio. January 10, 1849, the General was married to Julia F., daughter of Judge George W. Choate, and she died in 1887, leaving four children: Otis, Winthrop W., Clark W., and Charles. He was married, in 1890, to his present wife, who was formerly Mrs. Abbie (Wright) Vance.

General Sprague's whole life has been marked by responsibility, power, energy and ability, and he has left his impress indelibly upon the history of the State of Washington.

COLONEL CHAUNCEY WRIGHT GRIGGS, president of the St. Paul & Tacoma Lumber Com-

pany, and one of the foremost citizens of Washington, was born December 31, 1832, in Tolland, Connecticut, which place has been for four generations the family seat. The founders of the family came to America early in its history, and their descendants have since figured prominently in church matters, in politics, in business affairs, and in the various wars in which the country has been involved.

Captain Chauncey Griggs, father of Colonel Griggs of this notice, who obtained his title as an officer in the war of 1812, was a Judge of Probate at Tolland and a member of the State Legislature of Connecticut for a number of years. The mother of the subject of this sketch was, previous to her marriage, Heartie Dimock. The Dimocks of New England, through Elder Thomas Dimock, an early settler of Barnstable, Massachusetts, trace their descent from the Dimocks of England, who from the time of Henry I to that of Victoria have held and exercised the office of hereditary champion of England, and for the same have been knighted and baroneted. The Dimocks were prominent in the Revolutionary war, and some of them served as officers of prominent command. The foregoing items are taken from published volumes of Connecticut history and genealogy.

The subject of this sketch received a common-school education at Tolland, and at about the age of seventeen years went to Ohio, where he was for a short time employed as a clerk in a store. Returning home, he finished his education at the Monson Academy, in Massachusetts, at that time one of the best institutions of its kind in New England. He subsequently taught school for a while, and in 1851 went West, first settling in Detroit, where for a brief period he had employment in a bank, after which he went to Ohio, where he was engaged in mercantile business. He next went to Iowa, from which State he returned to Detroit, where he was for a time interested in the furniture business with his brother. Thence he went to St. Paul in 1856, and soon was busily engrossed

in various channels of commerce, operating a supply store, contracting, speculating in real estate, etc.

The breaking out of the late war aroused his youthful patriotism, and induced him to lay aside his own business interests and unreservedly give his services to his country. He immediately set about organizing a company, recruiting it in connection with other officers, in various portions of the State, into which, when organized, he was mustered a private with Company B, of the Third Minnesota Infantry. The regiment proceeded to Kentucky, where for six or eight months it was stationed, operating near Louisville and in Central Kentucky, looking after the pushing ahead of supplies, etc. Subsequently the command was advanced into Tennessee, the subject of this sketch having been in the meantime promoted to Major and eventually to Lieutenant-Colonel of the regiment. He was placed in charge of the regiment at Murfreesborough, but soon afterward his Colonel being succeeded by General Crittenden, Colonel Griggs was returned to his former position. The regiment was attacked by General Forrest, whose command outnumbered the Federals three to one, and the latter, after maintaining for several hours an unequal combat, were forced to surrender, but against the vigorous protest of Lieutenant-Colonel Griggs. The Colonel had been in several minor engagements previous to this one, and by his brave, soldierly conduct, had earned the promotion mentioned. After the surrender, the regiment was paroled and sent to Missouri, and later participated in the Indian campaign in Minnesota. The officers, however, went forward as prisoners of war, and were held for three months at Madisonville, Georgia, and thence were forwarded via South Carolina and Libby Prison, to be exchanged. After full reports of the engagement at Murfreesborough had been made, the Colonel and those who had voted for surrender were dismissed, and Lieutenant-Colonel Griggs was promoted to the Colonelcy of the Third Minnesota. The regiment had by this time been through the Indian campaign and

returned to the South via Cairo, proceeding to Columbus, Kentucky, then under command of General A. Smith. From the latter place, Colonel Griggs was sent with his own and three other regiments and a battery to Forts Henry and Hindman, to drive out a squad of rebels, and the Colonel was placed in command of a military district comprising five counties. While here in command, he captured Colonel Dawson, Major Magie and about 1,000 men, as well as something like \$5,000,000 worth of cotton and salt. After remaining there three or four months, he asked to be sent forward to the front at Vicksburg, which request was complied with, and his command was placed facing Johnston's army, near Oak Ridge, where it remained until the capture of Vicksburg. At this time his health was very poor, and believing that with the fall of the great stronghold of the Mississippi and the defeat of Gettysburg, occurring simultaneously, the war to be virtually over, he accepted the suggestion of the surgeon of the regiment and resigned from the service, as all officers of depleted regiments, who had not asked to resign before Vicksburg, were freely accommodated by General Grant. Had not the state of his health impelled his resignation, it is certain he would have received a General's commission.

He returned to Minnesota, and was for some years situated at Chaska, a little town some thirty miles west of St. Paul, at which place he engaged in brick-making, dealing in wood, contracting Government supplies, railroad building, etc., and while there he also represented his county in the State Legislature. In 1869, he returned to St. Paul, where his progress in politics and business was rapid. Until 1887, he was extensively engaged in the wood and coal business, at first in partnership with J. J. Hill, now president of the Great Northern Railroad, and later with General R. W. Johnson, and finally with A. G. Foster. He organized, and was for some time president of the Lehigh Coal & Iron Company, but in the spring of 1887 he sold out his entire interests in the coal, iron and wood business. While, perhaps, better known there

in connection with his large fuel interests, he has been identified with numerous other ventures—in fact, anything which promised good returns from energy and good management. He yet remains the head of the largest wholesale grocery house in St. Paul. In 1883, with others the firm of Glidden, Griggs & Co. was organized, and in 1884 Glidden retired and the firm became Yanz, Griggs & Howes. In 1890 the interest of Howes was bought out and the death of Mr. Yanz occurring, the present firm of Griggs, Cooper & Co. was formed, constituting the largest wholesale house west of Chicago. Colonel C. W. Griggs and D. C. Shepherd, of St. Paul, are the leading members of the firm, but the business is managed by C. M. Griggs and Mr. Cooper.

Colonel Griggs has been particularly successful and prominent as an investor in lands, having handled much property in the Twin Cities, and throughout Minnesota, Dakota and Wisconsin, but later his investments were in the pine lands in Wisconsin and in Washington property, while now it may reasonably be said he is giving most of his personal attention to his large interests in Washington.

In May, 1888, Colonel Griggs and Henry Hewitt, Jr., formerly of Menasha, Wisconsin, bought from the Northern Pacific Railroad contracts for the sale of some 80,000 acres of land and timber lying near the city of Tacoma, which is said to be the finest body of timber land in the United States, and will cut from 8,000,000,000 to 10,000,000,000 feet.

Associated with other prominent men of the East and West, a company was organized which was known as the St. Paul and Tacoma Lumber Company, with Colonel Griggs as president, which began business as lumber manufacturers in 1888, and the product of their mills in Tacoma is now shipped over the entire globe, employing from 1,000 to 8,000 men daily during portions of the time.

When it is remembered that Colonel Griggs had already made his millions, and at the time of the preceding purchase was fifty-six years of

age, the energy and ambition which impelled him to embark in these enterprises and become a pioneer in a new home and new industry may be better appreciated.

Colonel Griggs has been for years prominent in banking circles, being stockholder and director of three banks and president of one. He is a director in the First and Second National Banks of St. Paul, and was vice-president of the St. Paul National while he lived there, and a director in the Traders' Bank and Fidelity Trust Company of Tacoma. He is a director of the Bituminous Paving Company, vice-president of the Tacoma Fishing Company, and a member of the Crescent Creamery Company. He is president of the Pacific & Chehalis Land Company, which now owns 20,000 acres in the counties whose names are borne by the company, and is besides this interested in a number of other important corporations.

Colonel Griggs was married April 14, 1859, to Miss Martha Ann Gallup, a native of Ledyard, Connecticut, and a daughter of Christopher M. and Anna (Billings) Gallup, both of whom were born at Ledyard, and both belonging to old New England families, which furnished their quotas of patriots during the Revolutionary struggle. A portion of Mr. Gallup's farm is a portion of the old Pequod grant. Mrs. Griggs is a lady of culture and education and is entitled to a share of credit for her husband's success in life. She has been active in woman's work all her life and is known in her old home at St. Paul, as well as in Tacoma, as a leader in church and charitable work. In St. Paul she was a leading spirit in the management in the Protestant Orphan's Asylum, and was for many years the honored president of its governing board. To Mrs. Griggs no call upon her time, energy and purse was ever made in vain, when the cause was one worthy the support of a noble, high-minded woman. To Mr. and Mrs. Griggs have been born the following children: Chauncey Milton, Herbert Stanton, Heartie Dimock, Everett Gallup, Theodore Wright and Anna Billings.

In closing the brief sketch of Colonel Griggs, a reference to his political affiliations is fitting. He has always been a strong supporter of the Democratic party and its principles, but withal conservative, never upholding a corrupt official. While residing in Minnesota, he was twice a member of the House of Representatives and three times Senator, was a member of the City Council of St. Paul seven times, besides holding many other positions of honor and trust. In Washington, he at once took front rank as a representative of the Democratic party and became its candidate for United States Senator in 1889 and again in 1893.

In his various enterprises, Colonel Griggs has employed more labor than any man in the State of Washington, and it is universally conceded that his employes have been among the best paid and best treated men in the State. That the consideration shown them has been appreciated, is shown by the fact that in all the vast work performed for him by others there has never been a hint of trouble about pay or treatment, a really remarkable treatment when compared with many other employing bodies. Every man who exhibits such care for the laborer is a laborer himself.



CHAPTER XXXV.

PRINCIPAL CITIES, CONTINUED.

SEATTLE.

THE HISTORICAL CITY—PHENOMENAL GROWTH—ADVANTAGEOUS LOCATION—INDUSTRIES—SOCIAL AND EDUCATIONAL ADVANTAGES—GREAT FIRE—SCENERY—SKETCH OF HENRY L. YESLER—SKETCH OF COLONEL G. O. HALLER—SKETCH OF G. F. WHITWORTH, D. D.

THE history of Seattle comes nearer being the history of the growth and development of Washington, of which it is undoubtedly the chief city, than does that of any other city of the State. The names of its pioneers, and the incidents attending its settlement, have necessarily entered into the warp and woof of our entire history. Very few of the thrilling experiences of real pioneer life entered into the settlement or growth of the cities that sprung up with, or subsequent to, the era of railroads. Around Seattle clusters the memories of a quarter of a century of the real pioneer history before Tacoma or Spokane or twenty of the other thriving cities east and west of the Cascade mountains had a name upon the map. Its history dates further back than does that of Omaha, Topeka or Denver. The world has been so long accustomed to read its name on commercial lists, and for so many decades have

the census reports recorded its progress that the romance of newness and suddenness does not cling to it. Its place is fixed, like that of fixed stars that never change nor cease to shine, and all the world knows where to look for Seattle. Still, we cannot satisfy the justice of history without some more particular exhibition of what this wonderful and progressive city has been in the past, is now, and is to be in the future.

The growth of Seattle has been phenomenal for the last decade. While it kept full pace with the Territory for the first quarter of a century of its existence, it never realized the strength of the giant life within it until after 1880 had come and gone. Then, in ten years it leaped at once from three and a half thousand people up to the splendid figure of 45,000—over elevenfold increase in ten years. At this writing, in midsummer of 1893, the population of the city must have reached 50,000 at the least.

Commercially, a writer very conservatively says of it:—

Owing to advantageous harbor location, the proximity of coal and timber, it being the center and point of distribution for milling points and logging camps, the larger portion of steamboats engaged in the Sound trade made it their starting point, and to such fact may be attributed its commercial supremacy. Over thirty steamboats, of every size, run from here to every point on the Sound and upon the navigable waters tributary to it. Ocean steamships and large steam colliers regularly communicate with San Francisco. A fleet of sailing vessels transport its coal, lumber, grain and other products. Its industries include sawmills, shingle mills, sash and door factories, breweries, furniture factories, iron works, brick yards, electric light and gas works, car shops, boiler works; crackers, soap, ice, candy and tile are manufactured. There are also canneries, meat-packing, box-making, wood-working of all descriptions, ship and boat building, flouring mills, bottling works, cigar-making, brass foundries and cornice factories. The water supply is pumped from Lake Washington into elevated reservoirs, the highest being 330 feet. There are fire hydrants and steam fire engines, with an efficient paid fire department.

Terms of United States Circuit and District Court are held. A United States land office, the Board of United States Inspectors of Steam Vessels for this State and Alaska, and a branch of the Customs House and Marine Hospital are located here. Every religious denomination has its organization. There are fifty-six churches, two hospitals, an orphans' home, the Sisters' convent and academy, and other denominational schools. All the fraternities and societies are represented. The State University is also here; recent appropriations of land and money must be a guarantee of its future usefulness as an institution of learning.

Over sixty miles of electric and cable car lines, newspapers and magazines without rest, of every denomination, nationality and degree,

in daily, weekly and monthly issues, and eleven public-school edifices attest the condition of the city.

On June 6, 1889, the city of Seattle was visited by a conflagration that has no equal in the history of fires on the Pacific Coast; and this great waste of flames has frequently been likened to the great Chicago fire. The entire business portion of Seattle was destroyed, the total loss being estimated at \$15,000,000. Inside of four years, however, the city has been rebuilt with finer structures, wider streets, and in many ways the great fire has proved a blessing in disguise.

Seattle has been described so often and so much has been written as to the beauty of its scenery both near and distant, that it would appear a superfluity to attempt another description here. Yet, as in some respects its surroundings are unlike those of any other of the principal cities of the Sound, we may venture a paragraph or two concerning it.

In general its scenery has the same expanse and mingling of Sound and mountains that has all the cities of the Sound. Rising up the terraced slopes of the inside of an amphitheatre of lofty hills that sweep about Elliott's bay, on the east side of Puget Sound, the city stands row above row, clear from the tide on the beach to the summits of the ridge. Then it stretches away eastward across a rather level plateau, three miles or more, clear to the shores of Lake Washington. A more beautiful body of water never mirrored back the stars than this. It stretches miles away eastward, northward, southward, swinging its crystal brightness about the feet of the evergreen hills that margin its willowed shores, and catching and reflecting all their beauty of bough and leaf, with the over-arching greenness of the hemlock and the fir upon the vision of the beholder. North and west of this, almost linking it with the waters of the Sound, is Lake Union, smaller, though not less beautiful than itself. From every point and place within the area thus enclosed, looking westward across the blue leagues of the

Sound, the beautiful Olympic range divides between the waters and the sky. Sharply pin-nacled, some peaks touching the zone of perpetual snow, this is the ideal mountain range of the Pacific coast. Probably the vision of over a hundred miles of its ever-changing grandeur can be gathered at once within the focus of the eye. It holds the vision in thrall alike when its pinnacles flame with the earliest touch of the morning, or at high noon, when its deep gorges and the worn and rent paths of its old glaciers are illumined with the flood of day, or at evening after the sun has gone down behind its serrated summits and the last arrows of his light are shooting up from behind their sombre heights; in the calm of the motionless air of a summer repose, or in the whirl and charge and thunder of a winter's storm—always this wonderful scene holds the soul of the beholder with a strange, sweet, weird, bewildering attraction. A poet might here catch transcendent images for a thousand "Songs of the Sierras," though he could not breathe in measures all that sung within him. With its soft and beautiful name, which itself is an idyl heroic with the memory of a departed people who once dwelt upon its site; with its splendid architecture, its rushing paves, its fleets coming and going on every tide, its past story of achievement and its prophecy of greater future progress, our pen must take a reluctant farewell of this city that "sits like a queen" on her templed hills by this "Mediterranean of the West."

The history and life of Seattle, like those of all other cities or countries, are best illustrated by the men who made such history and life. Three men, typical of the forces and character that have wrought the Seattle of 1893 out of the rough Seattle of 1853, in addition to some whose lives have been sketched elsewhere in this book, will serve as our illustrations. The first on our list is

HENRY LEITER YESLER.—Mr. Yesler was born in Leitersburg, Maryland, December 4, 1810. His parents, Henry and Catherine (Leiter) Yesler, were natives of Pennsylvania

and Leitersburg, respectively, the latter town having been founded by the Leiter family. Henry L. was educated in the little, old, log schoolhouse of the town, and was reared upon his father's farm. At the age of seventeen he entered upon a three years' apprenticeship to the trade of house joiner, compensation for his services being his board, twenty-five dollars in cash each year for clothes, and two weeks' holiday each year during harvesting, when he worked in the field with the sickle and earned good wages. After completing his apprenticeship, he worked as journeyman until 1832, when he started out in life, his trade and a few tools being his capital stock. Going to Massillon, Ohio, he worked one year. Then he went to Cincinnati and later to Natchez, Mississippi. In April, 1835, he went down the river to New Orleans, thence by railroad—the first he had ever ridden upon—to Mobile, thence by packet ship to New York, arriving just after the big fire and hoping to find plenty of work; but help was plentiful and wages low, and after a few months he decided to return to Leitersburg, which he did, going via Philadelphia, Baltimore and Washington city. Remaining until September, 1837, he again visited Natchez, but, meeting with an accident, he returned to Massillon, Ohio, and there, in partnership with Thomas Richmond, he opened a shop and engaged in general house carpentering. He continued work at house and mill building until 1851, when he decided to make a prospecting tour of the Pacific coast.

Arranging matters for the comfort of his family, he having been married several years previous to this time, he went to New York and there took steamer, via the Isthmus route, for San Francisco, whence, after a short stop, he continued his journey to Portland, landing at that place in April, 1851. Portland was then a hard-looking town, but wages were high, and at six dollars per day he immediately began work as millwright. Being a good mechanic and hard worker, he was a favorite hand and was steadily employed. As squared lumber was

then bringing a large price in San Francisco, he ordered a sawmill outfit from Ohio to come by water around Cape Horn, and he started for California in April, 1852, to look for a place to locate his mill. Finding, however, that transportation to the mountains was very expensive, he decided to visit Puget Sound. At San Francisco he met a sea captain who had visited the Sound for piling, and he advised Mr. Yesler to go above New York on Alki Point, and described to him the adjacent river and large inland lakes.

Returning to Portland, he came thence, by the Columbia and Cowlitz rivers and pack-horses, to Olympia in the fall of 1852. The only hotel there was kept by Gallagher Brothers, and the beds in this rude hotel were bunks around the wall, filled with straw, and each man was expected to furnish his own blanket. Continuing his journey up the Sound Mr. Yesler duly arrived at New York, and, after looking over the shore front and country, first located his claim at the head of the bay; but the few settlers located upon the present site of what is now Seattle, learning of his attention to erect a sawmill, induced him to settle with them, and by readjusting their claims he was allowed a strip about thirty rods wide, extending from the water front back over the hills where was located the bulk of his claim. He then erected his little mill on what is now known as Pioneer Square, it being the first steam sawmill built upon Puget Sound; and he commenced operations in March, 1853. The only available help being Indians, he employed a large number of them. By kind treatment to them he gained their confidence and friendship, and during the troublous days of 1855 and 1856, through his relation with them he was enabled to render great service to the Territory, saving the settlement from massacre by timely warning sent to the naval authorities upon the sloop Decatur, then lying at anchor in the harbor. His own Indians remained neutral during the trouble. After peace was declared, Mr. Yesler continued his lumbering interests, and, by offering inducements to new settlers,

and by attracting the older merchants to his locality, he gradually entered about himself the business portion of the city. He was ever ready to erect buildings to accommodate the would-be settler, thus developing the city and increasing his own property values and rentals. He was one of the heaviest losers by the great fire of June 6, 1889, which reduced his monthly rentals from \$6,000 to \$50 per month; but, with that indomitable energy which characterized the citizens of Seattle at that time, ere the embers had ceased to smolder, his plans were made to rebuild upon a more magnificent scale than ever before, and the Pioneer Building on "Pioneer Place" —erected upon the site of his first humble dwelling in Seattle, which he occupied for twenty-five years—is characterized by solidity and elegance, and would do credit to any of the great cities. The Yesler Building, another monument to his industry and enterprise, and numerous other buildings of less pretention, bring him large monthly rentals. In 1885 he built his present spacious and magnificent residence, which is handsomely and substantially finished in the native woods of the Pacific coast.

With the organization of the territory of Washington, Mr. Yesler was appointed the first Auditor, and held the office several years. He has been Commissioner of King county for several terms and has twice served as Mayor of Seattle. He was formerly a Democrat in politics, but since the Buchanan campaign and the Civil war he has been allied with the Republican party. He is not, however, an intense partisan and never had any desire for political distinction, his time having been too closely occupied with his business affairs. With the great tide of emigration to the Sound, his property has increased in value. Much of it has been sold, but he still retains a large part of his original claim in the very heart of the city. 1839, to Miss Sarah Burgert, a native of Ohio,

Mr. Yesler was married at Massillon, in who shared with him the privations and trials of pioneer life and also the prosperity of later

years, ever proving herself an amiable and noble woman. She was greatly beloved and respected for her charitable and genial disposition. They had two children, both of whom died at an early age, and in August, 1887, she followed the little ones to their last resting place. Mr. Yesler was again married, in Philadelphia, in 1890, to Miss Minnie Gagle, a native of Leitersburg, Maryland, and she died December 16, 1892.

It is impossible to fittingly portray so eventful a life in the confines of a brief biography. Mr. Yesler has been foremost in every enterprise, with financial aid and physical support, in building up the great Northwest. Many struggling industries date their growth to his nurturing care and support. Though now in his eighty-second year, Mr. Yesler is buoyant in spirit, and, physically and mentally, displays an interest in life and affairs usually found in men when in the prime of their usefulness. He will leave upon his time the impress of a strong personality and will ever be noted as one of the founders of the great Northwest.

COLONEL GRANVILLE O. HALLER.—Among the men whose lives have been largely spent in the military service, there are few living whose personal experience covers a broader range of usefulness than he whose name heads this sketch. His sagacity and judgment were powerful agencies in reclaiming the lands of Florida from the reign of savage barbarism. Again, in the Northwest Territory, during the reign of terror from Indian depredations, in 1855 and 1856, his wisdom and experience were towers of strength in recovering the country from savage rule and preserving it for settlement to the honest, industrious, law-abiding pioneer.

Granville O. Haller was born in York, Pennsylvania, January 31, 1819. His parents, George and Susan (Pennington) Haller, were natives of the same locality. To them were born five children, of whom our subject was the youngest and is now the only survivor. The death of George Haller, in 1821, left the widow and four young children in limited circumstances; but she was possessed with a strong character and

a devout, religious nature, and heroically took up the responsibility which fell to her and reared her children in comfort, giving them a liberal education. It was her desire that Granville be fitted for the ministry. He, however, feeling in no sense drawn toward that profession, could not conform to his mother's wishes. A military career was more in keeping with his desire, and in 1839 a vacancy occurring in the cadetship belonging to his district at the West Point Military Academy, he, with others, became an applicant for the place. The Secretary of War, Hon. Joel R. Poinsett, decided that the applicant receiving the endorsement of the Representatives of the district should receive the appointment. Young Haller was thereupon recommended, but through the intervention of political influence his appointment was defeated. He was then invited to appear before a board of military officers, which met in Washington, for examination as to his fitness for a military profession. Haller presented himself, was examined, and on November 17, 1839, was commissioned a Second Lieutenant in the Fourth Regiment, United States Infantry, although at the time he was not quite twenty-one years of age. He then passed some time at Madison Barracks, New York, in receiving initiatory instructions in tactics. Later he went to Governor's Island, his company being in command of Captain Braxton Bragg, who became prominent in the Confederate service during the Civil war. In the summer of 1840, Lieutenant Haller was ordered to Carlisle Barracks, and, in company with Brevet Major William M. Graham, took charge of a large number of dragoon recruits and conducted them to Fort Leavenworth, Kansas, which, at that time, was well into the Indian country. Turning over the recruits, they proceeded by wagon over the military road to Fort Gibson, and there joined their regiments. The regiment was subsequently (1841) ordered into Florida, where they renewed their struggles against the Indians in what is known as the "Seven Years' War," lasting from 1836 to 1843.



Granville O. Haller
Colonel U.S.A., Retired

Lieutenant Haller's first active service was in 1841 and 1842. He was with Brevet Major Belknap, Third Infantry, when fired upon by the Indians in the Big Cypress Swamp, and with Colonel Worth, Eighth Infantry, at the action of Palakikaha swamp, which resulted in the capture of Tustenuggee's band, ending the Florida war. Lieutenant Haller was Adjutant of the Fourth Infantry from January 1, 1843, until he resigned September 10, 1845, and was promoted to be First Lieutenant July 12, 1846. He was Brigade Major of the Third Brigade, United States Regulars, under General Taylor, when in Texas in 1845, and was subsequently relieved and assigned to duty as Assistant Commissary of Subsistence to the Third Brigade. He received and receipted for all the provisions issued to General Taylor's command when leaving Brazos St. Iajo for the new fort opposite Matamoras. He participated in the fight of the 8th of May at Palo Alto, as a mounted staff officer to Lieutenant Colonel Garland, commanding the Third Brigade. His subsistence stores were undisturbed by the enemy, also at Resaca de la Palma on the 9th, and received and took up, upon his returns of commissary stores, immense quantities of provisions captured from the Mexican army. He served under General Taylor in Mexico until after the capture of Monterey, when the Fourth Infantry was transferred to General Worth's division and ordered to Vera Cruz to join General Scott's command. Lieutenant Haller now relinquished commissary duties and assumed command of his company. From the siege of Vera Cruz until the capture of Mexico he participated in all the battles on the route and in the valley of Mexico. In the attack upon the fortification of San Antonio, August 23, 1847, he is noticed as in command of his company and with other officers of the regiment, among whom was Second Lieutenant U. S. Grant, Regimental Quartermaster, and was mentioned as having rendered efficient service. He was one of the storming party of El Molino del Rey, September 8, 1847, having charge, with another officer, of a detail of 100

men, and for gallant and meritorious conduct was breveted Captain. At the battle of Chapultepec, September 13, 1847, Lieutenant Haller is especially mentioned in the report of Brevet Colonel John Garland as having shown "evidence of courage and good conduct," and for his service upon this occasion he was breveted Major. Shortly before the close of the Mexican war, January 1, 1848, Lieutenant Haller was promoted to a captaincy in the Fourth Infantry. For a time he was employed at mustering out men who had enlisted during the war, after which he was assigned to recruiting duty.

In 1852 Brevet Major Larned's and Haller's companies were ordered to the Department of the Pacific. They sailed in the United States store ship *Fredonia*, *via* Cape Horn, arriving at San Francisco in June, 1853, having spent seven months upon the voyage. Major Larned's company proceeded to Fort Steilacoom, Washington Territory, and Haller's company to Fort Dalles, Oregon. Toward the fall of 1854 a small company of emigrants, consisting of a Mr. Ward, his family and a few others, were murdered by the hostile Indians at Boise river. Major Haller with a small detachment (twenty-six enlisted men, half of the garrison at Fort Dalles, Oregon) was dispatched to guard the emigrants and, if possible, to chastise the murderers. On the route he was joined by Captain Nathan Olney and a number of citizens who volunteered to resent the attack of Indians upon the immigrants, whose numbers were increased by emigrants on the road. They arrested four Indians at the Hudson Bay Fort Boise, who had been charged with the murder, and were tried before a military commission, and each admitted his share in the massacre. One made an attempt to escape, and was shot dead by the guard. The other three were hanged on the massacre grounds within sight of the pyramid of bones of their victims. Others of the hostile band were captured, and two while trying to escape were hanged. Thus the band of murderers was broken up, and Major Haller returned with his command to Fort Dalles. In 1855, with a

respectable force, he proceeded as far as Salmon Falls on the Snake river, where it was ascertained that some of the assassins had just left with a shod horse and a mule belonging to the Ward party scouted to the heat waters of the Missouri river, following the tracks of the murderers. On the return trip these Indians were captured, the guilty hanged and the rest brought back as prisoners.

Upon his return, he found the old friends of the whites greatly excited, the Yakima Indians under arms and the Indian agent, Bolen, had been murdered. Major Haller with a small force proceeded to the Yakima country, meeting the Indians near the present site of Fort Simcoe, where the fighting commenced, but his little band of 100 men against 1,500 Indians was unevenly matched and a retreat for an increased force became necessary. He, however, discovered the well-laid plans of the Indians for making war, and this intelligence aroused the people to a realization of their danger, and the Governors of Oregon and Washington called for volunteers. With a concerted movement the Indians were ultimately overcome and scattered.

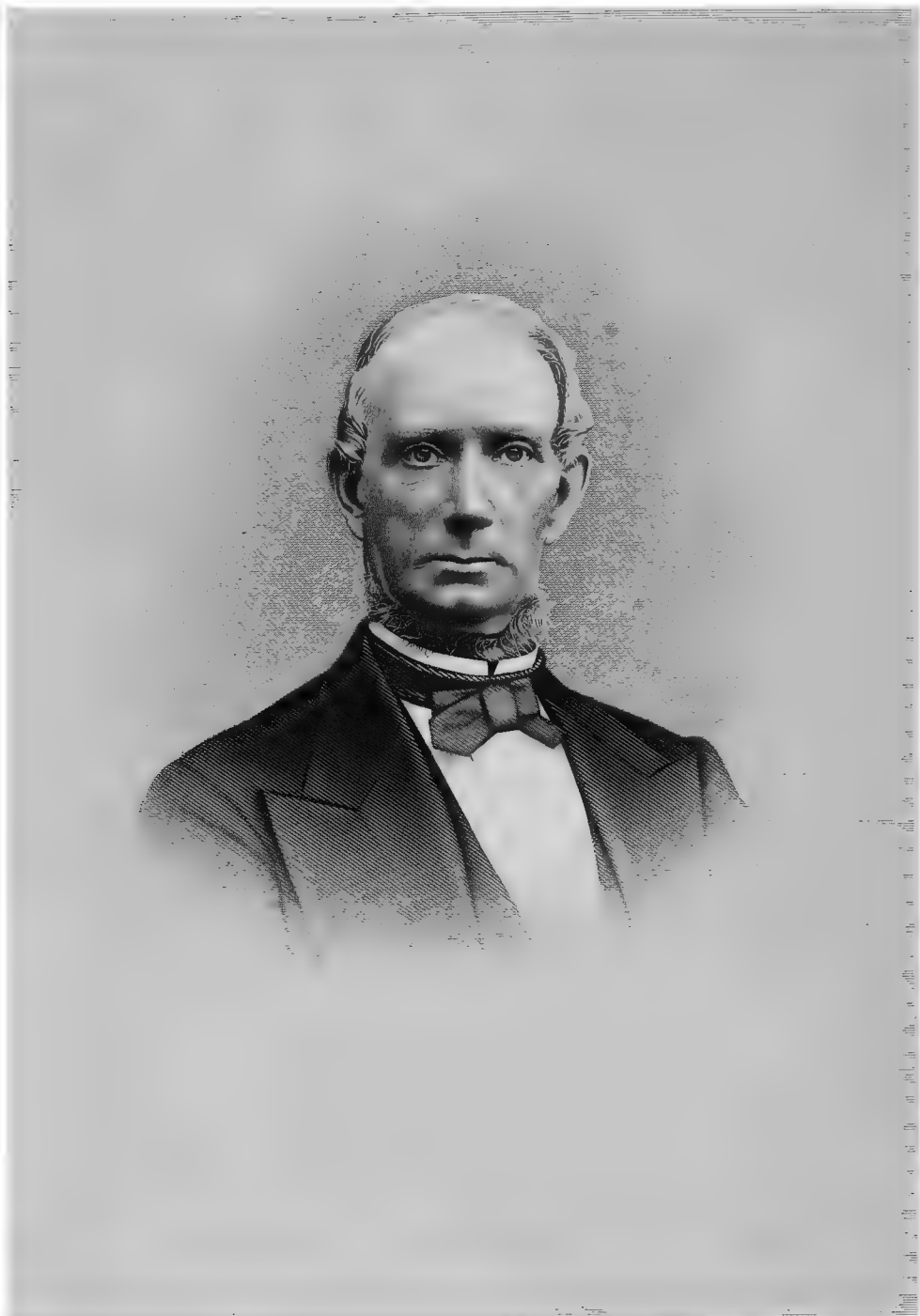
The details of this war being elsewhere given in this history we will now pass on to the spring of 1856, when Major Haller was ordered to establish a fort near Port Townsend for the protection of the inhabitants in the event of a raid from the Northern Indians. He subsequently relieved Whatcom when invaded by the Nooksack Indians; participated in the San Juan imbroglio in 1859; was ordered to Fort Mojave, Arizona, in 1860, and to Washington, District of Columbia, in 1861, to participate in the war for the suppression of the Rebellion.

Upon arrival at Washington, our subject found he had been promoted to be Major of the Seventh Infantry, September 25, 1861. The members of this regiment had become prisoners of war in Texas and were not at liberty to fight the enemy until exchanged. Thereupon he reported to General McClellan, who attached him to the provost-marshal-general's staff (General

Andrew Porter). Shortly afterward he was appointed Commandant-General of the general headquarters, and attached to General McClellan's staff, having under his command in that capacity the Ninety-third Regiment of New York Volunteers. He was thus employed throughout the Virginia and Maryland campaign. In July, 1863, Major Haller was relieved from service, accused of "disloyal conduct and the utterance of disloyal sentiments."

Astonished beyond measure, he demanded an investigation and hearing, but in the excitement of the war his efforts were unsuccessful, and even after the war his appeal was not recognized until in March, 1879, when Congress allowed a court of inquiry. He was tried at Washington city, when the official papers in his case were submitted to the court and where for the first time he was permitted to read the original order of his dismissal, which was the fiat of Secretary Stanton, and not President Lincoln. The investigation of the matter was continued for several days, many witnesses were examined and the most searching inquiry was made of all the facts in the case. The findings of the court, after this careful and thorough investigation, concluded as follows: "The court finds that Major Granville O. Haller, late of the Seventh United States Infantry, was dismissed for disloyal conduct and disloyal sentiments on insufficient evidence, wrongfully, and therefore, hereby, by virtue of the authority constituting it, does annul said dismissal published in S. O., No. 331, dated War Department, A. G. O., Washington, D. C., July 25, 1863."

Major Haller's vindication was thus made full and complete. The proceedings and findings of the court were approved by President Hayes, and the Senate confirmed Major Haller's nomination as Colonel of Infantry in the United States Army to rank from February 19, 1873. Subsequently a vacancy occurred by the death of Colonel Jefferson C. Davis, Twenty-third Infantry, when the Senate confirmed the assignment of Colonel Haller to this regiment, and thus received a second commission, to date from



Geo. F. Whitworth

December 11, 1879. Colonel Haller continued in command of this regiment until February 6, 1882, when he was retired, being over sixty-three years of age.

From the time of his dismissal until his reinstatement as Colonel, Major Haller and family resided in Washington Territory. For a time they lived on his farm on Whidby Island. He then became connected with a small sawmill near Port Townsend, which he received for debt. Discovering that it was not running to a profit, he abandoned the enterprise and engaged in the mercantile business at Port Townsend, with a branch store at Coupeville, on Whidby Island, where he subsequently settled and continued the business up to his reappointment to the army in 1879. During this period he was most munificent in his assistance to the poor settlers and gave credit to such an extent that he became deeply in debt himself and was obliged to take a considerable acreage of poor, undeveloped land, which, by the process of the settlement and development of the country, has so increased in values as to be the means of his building up a handsome competency. Upon being retired in 1882, Colonel Haller located with his family in Seattle, where he erected a spacious and handsome home and is passing his declining years in ease and opulence.

He was married in York, Pennsylvania, in 1849, to Miss Henrietta M. Cox, and they have two children living: Charlotte E. and Theodore N.

Although in no sense a politician, Colonel Haller has frequently assumed duties of trust in the development of this rising young country. For many years he was Postmaster of Coupeville, and he also served one term as Treasurer of Island county. He is a thirty-second-degree Mason, an Odd-Fellow of high standing, a member of the National Association of Veterans of Mexico, and Vice Commander of the Loyal Legion of Washington. He is still in the enjoyment of health and physical vigor, and is respected and esteemed by all who know him.

REV. GEORGE F. WHITWORTH, D. D., the

pioneer clergyman of the Presbyterian Church north of the Columbia river, was born in Boston, England, March 15, 1816, came to the United States with his parents in 1828 and located in Ohio. Having pursued a rudimentary course of study in England, he commenced his classical course at the age of seventeen at Hanover College, Indiana, and graduated there in 1838. He was married at Greensburg, Indiana, the same year, to Miss Mary E. Thomson, a native of Kentucky. He commenced the study of law at Greensburg, in 1838, and was subsequently admitted to practice. He then followed his profession at Charlestown, Indiana, until 1842, when he turned his attention to theology and passed three years at the New Albany Theological Seminary, now known as the McCormick Theological Seminary of Chicago. His first ministerial charge was at Corydon, Indiana, but after a few months he removed to Cannelton, same State, and there organized the Presbyterian church and erected a house of worship. After remaining in charge until 1853, he was commissioned by the Board of Home Missions as a missionary to Puget Sound, a country of which he had read as early as 1832, in Irving's Astoria, and which then aroused a desire to visit the place. In the spring of 1853 a little colony was made up partly from the vicinity of Cannelton, which numbered about fifty souls, and with the necessary prairie outfit and ox team, with Mr. Whitworth as captain, they embarked upon that long journey across the plains, which was duly accomplished without serious inconvenience, and after about six months of travel they landed safely in Portland, but too late in the fall to continue the journey to Puget Sound.

While at Portland Mr. Whitworth assisted in organizing the first Presbyterian Church of that city, and ministered to its spiritual welfare until February, 1854, when, leaving his family, he started for Olympia. Traveling in those days was exceedingly slow and difficult. The first day was passed upon the river steamboat in reaching Monticello, and then two days in a

canoe in reaching Olequa, the head of navigation on the Cowlitz river, and thence on foot to Olympia. The hotel accommodations on the way were as poor as the facilities for travel, and hard bread, salmon and potatoes constituted the bill of fare.

He arrived at Olympia during the first session of the Territorial Legislature. He took a donation claim near Olympia and in May returned to Portland for his family. The summer was passed upon his claim living in a tent and board shanty, while he split siding from white fir and cedar timber to build a more comfortable home. In the fall of 1854 he established at Olympia the First Presbyterian Church in the Territory, and in 1855 the second one, including the districts of Grand Mound and Chehalis. In the fall of 1855 he removed his family to Olympia to seek the protection of the stockade. During the Indian war, he continued his semi-monthly visits to supply the church at Grand Mound and Chibalis, a distance of from twenty-five to forty miles, through a deserted region as the families had all fled to the forts for protection. He continued this service about three years, never missing an appointment.

Owing to the limited means of the early settlers and the slender support of the missionary board, he resorted to teaching school to eke out his modest income, and in 1855 he was elected Superintendent of Schools of Thurston county. Returning to his claim after the Indian war, he continued his church and school work until 1860, when the church was turned over to Mr. Evans, and he removed to Whidby Island and followed preaching, teaching and farming for one year; then returned to Olympia to accept the position of Chief Clerk to the Superintendent of Indian Affairs, continuing to 1864, was next appointed Collector of Customs of Puget Sound District, with headquarters at Port Angeles, and in 1866 came to Seattle as president of the Territorial University. In 1868 he was elected Superintendent of Schools and Surveyor of King county, and appointed Surveyor for the city of Seattle. In 1872 he

returned to Olympia as Chief Clerk of Indian Affairs, and in 1873 was again elected president of the Territorial University at Seattle, for two years. He then passed four years as United States Deputy Surveyor of Public Lands.

He has always continued his ministerial duties, which have been of a missionary character in attending to the weak places and getting them in shape for occupancy. The Presbytery of Puget Sound was organized in 1858, and he was elected the first Moderator and filled the same office in the Synod of Columbia in 1876, and the Synod of Washington in 1890. Since 1879 he has acted as Stated Clerk to the Puget Sound Presbytery, and for many years has been a member of the Committee on Home Missions, and since 1890 chairman of that body. He has been directly instrumental in organizing five churches and indirectly several others, there now being ninety churches in the State. While at the present time he has no special charge, he is nevertheless engaged in missionary work. The degree of D. D. was confirmed upon him by Hanover College, his *alma mater*, in 1890.

He has taken an active part in developing the coal interests of Washington, and was associated with Rev. D. Bagley and Philip H. Lewis in opening the New Castle mines in 1862, the first mine developed in King county. He was a member of the syndicate who opened the South Prairie Coal mines in 1884, and superintended the work during the first year, still retaining his interest. As a gas-producing coal, the product of this mine is said to be the best on the coast. He also owns valuable residence property in Seattle with substantial improvements, and a portion of his original donation claim.

After forty-eight years of married life, she who had been a strengthening help and comfort during his pioneer days, was called hence to her reward, leaving a lonely and bereaved husband and six children: James E., Frederick H., John Matthews, Clara (Mrs. Waldo York of Los Angeles), George F., Jr., and Etta B. (Mrs. Clarence L. White).

CHAPTER XXXVI.

PRINCIPAL CITIES, CONTINUED.

WALLA WALLA.

A HISTORIC PLACE—THE WALLA WALLA VALLEY—DESCRIPTION—THE CITY OF WALLA WALLA—FORT WALLA WALLA—SKETCH OF GOVERNOR MOORE—SKETCH OF HON. D. M. JESSEE—SKETCH OF HON. DANIEL STEWART—SKETCH OF MRS. CATHERINE RITZ.

NEXT to Spokane, Walla Walla is the principal city of Eastern Washington. The first point to be settled in the eastern part of the State, it long held the pre-eminence socially, politically and commercially of all that region. It was historic ground. From time immemorial it had been the chosen council ground of all the great Indian tribes that habited between the Cascade mountains and the eastern spurs of the Rocky mountains. Here the Walla Walla's, the Yakimas, the Spokanes, the Nez Perces, the Cayuses and many smaller tribes, comprising the very elite of the wild, brave chivalry of the plains, were wont to kindle their council fires and celebrate their own greatness in the foray and the chase. Here the keen insight and far outlook of cultivated leaders of the Hudson's Bay Company detected the key to all possible success in their projects of trade and empire. And here, at a later date, the statesman-missionary, Dr. Whitman, saw the one point to lay the first stones in the foundation of the superstructure of Christian civilization which he bravely essayed to establish when paganism had so long held sway. It was but in the natural order, therefore, that here our true American civilization should establish its first homes and altars in this great inland empire.

The city of Walla Walla is in the heart of the Walla Walla valley, of the most beautiful and fruitful portions of the State. This valley abuts against the Columbia river on its southern side, just where that river on its long flow southward from British Columbia bends sharply to the west for its final passage to the ocean.

From this point the Walla Walla valley projects southward and eastward fifty miles or more up to and far along the Blue mountain range. Down through it, clearly coursing from their mountain springs, almost innumerable streams flow toward a common center near the historic Waiiletpu. At their converging point stands Walla Walla, its streets stretching across, and parallel to, several of the clear mountain rivulets that laugh over their pebbled beds as they flow toward the mighty Columbia. The well built, broad-stretched city is embowered in a forest of cultivated trees, above whose branches shine the sharpened spires and gilded domes of churches and schools. Just on its western border, on a rounded hill of fifty or sixty feet elevation and covering perhaps twenty acres of land, stands Fort Walla, over which forever shine the stars and flash the stripes of our national ensign, and from which morning and night, the year, around sound the clear shrill notes of reveille or the soft farewell cadences of retreat.

The distinguishing features of the city of Walla Walla is its gardens and orchards and vineyards that rival in beauty and fruitfulness Italy's most favored vales. In sweet contrast with these are the vast stretches of wheat fields that in their season stretch in golden billows over the plains, up the hillsides, and even crown the mountain ridges miles and miles away,—all in sight from the streets and windows of the town.

In the midst of this garden of delight and fruitfulness reposes, in a most charming serenity, the beautiful metropolis of this valley,—indeed of a country far exceeding the valley itself in

extent. It stretches out its railroad lines westward toward the Columbia, northward toward the vast plains of Snake river, and south and east toward the Umatilla. Its position, its culture, its wealth, the sterling worth and intelligence of its citizens, its past history and manifest destiny assures that it will remain, what so far in Northwestern history it has been, the chief city of the inland empire south of Snake river.

Like all other places the material Walla Walla is only the crystallized thought and work of its people. We select a few names as typical of the average intelligence and enterprise that have made this modern Damascus of the Plains. It will certainly not be inappropriate that we place at the head of the list.

Gov. MILES C. MOORE, the last Territorial Governor of Washington, who was born in Muskingum county, Ohio, April 17, 1845. At the age of twelve years he went with his parents to Point Bluff, Wisconsin, where he attended the Bronson Institute six years. In 1862, he came to the Territory of Washington, locating in Walla Walla, where he found employment as clerk in a mercantile house. In 1864, Mr. Moore purchased an interest in a general mercantile business in the mines of Western Montana, but two years later returned to Walla Walla, and engaged in the stationery business, under the firm name of E. H. Johnson & Co. During the following year he traveled through the East, combining business with pleasure, after which he formed a partnership with Paine Bros., in this city, under the style of Paine Bros. & Moore, dealers in general merchandise, etc. Mr. Moore followed that occupation for nine years, and during that time was twice a member of the City Council, and in 1877 was elected Mayor of Walla Walla, holding the latter position one year. In 1879, he embarked in the grain business, under the style of M. C. Moore & Co., handling the larger part of the interior and export trade. In addition to these various interests, he has also been connected with several banking institutions as director, and is now vice-president of the Baker and

Boyer National Bank of Walla Walla. He has real-estate at Moscow, and mining interests at Mullan, Idaho, and also real-estate in Pullman, this State.

In 1884, Governor Moore served as Chairman of the Republican Territorial Convention, held at Seattle, and in 1889 was appointed Governor of Washington, taking the office on April 9, following. During his term of office, fire destroyed the business portion of three of Washington's largest cities, and in each instance the Governor's proclamation met with hearty response, not only from the people of Washington, but from all parts of the country, even from abroad. During his term of office the stricken cities of Seattle, Spokane and Ellensburg did much to regain their lost ground, and all parts of the State have taken rapid strides onward and upward, becoming stronger in population and richer in the development of natural resources. The last and brightest incident in the term of Governor Moore was the admission of Washington to Statehood.

Our subject was married in 1873, to Miss Mary E. Baker, a highly accomplished lady and a daughter of Dr. D. S. and Anna Baker, of Walla Walla. The Dr. was one the best known and influential men in Eastern Washington, and at his death one of the grandest and noblest men of the State was much lamented. His name was everywhere identified with the early history of the Territory and State. Governor Moore has one of the finest and most attractive homes in the suburbs of Walla Walla, where he lives quietly with his family. He and Mrs. Moore have three sons, Frank, Walter and Robert.

HON. D. M. JESSEE.—Among the pioneers of the Pacific coast, and one of the most esteemed among the public men of the State of Washington, stands Hon. D. M. Jessee. He was born in Russell county, Virginia, August 19, 1822, a son of Martin Jessee, also a native of Virginia. When he was a lad of sixteen, he started for what was then the far West, made his way to Missouri and stopped in Sullivan

county, where he made his home. He engaged in various lines of trade, one of these being that of pork-packing. In 1848 our subject crossed the plains with an ox team to Oregon and settled in Yam Hill county, and says that his journey that year was as pleasant as any part of his life.

After his arrival in Oregon he engaged in farming and continued this occupation for three years, when he was elected Sheriff of Yam Hill county, and served two terms, from 1852 to 1856. Following this, he went into the mercantile business and followed that for two years, but in 1858 he was honored by the voters of the district with an election to the State legislature from Yam Hill county. Here he did honor to himself and his constituents, introducing many important bills.

In 1861 Mr. Jessee moved to Walla Walla, Washington, where he was engaged in the mercantile business until 1865. For six years he served as County Commissioner of Walla Walla county, and during that time he was twice elected to the Territorial Legislature, again acquitting himself with honor. From 1884 until 1890 he was engaged in the fruit business, but he sold out his fruit farm. On account of having such a wide knowledge of fruit, in March, 1891, he was made Fruit Inspector for the State of Washington by Governor Ferry, which position he is still filling. He is considered the best authority on fruit culture in the State.

Mr. Jessee was married, in January, 1850, to Miss Sarah J. Watt, a native of Mount Vernon, Ohio, who died in 1866, leaving four children, as follows: J. A., now living in Walla Walla; J. W., now in a bank in Dayton, Washington; Eugene, now in New Orleans; Mary, the wife of A. C. Hanson, of Arlington, Oregon. He was married a second time, in 1867, to Margaret E. McIteeny, a native of Iowa, who lived until 1883, when she died, leaving one child, E. L., now residing in Dayton. Our subject was a third time married, in May, 1885, to Mrs. Ruey C. (De Haven) Roberts

of Salem, Oregon. She was the widow of William Roberts and she had one child, Harry. Mr. and Mrs. Jessee have had one child, D. M., Jr. Politically, our subject supports the principles of the Democratic party.

DANIEL STEWART, one of the pioneers of the Pacific Coast, was born in Cardington, Morrow county, Ohio, April 26, 1825, a son of William and Patient (Denton) Stewart, the former a native of Vermont, and the latter of Rhode Island. The Denton family are of Holland descent, and the Stewarts of Scotch descent. The latter came to America over 200 years ago, settling in what was then Massachusetts, now the State of Maine. William Stewart, a farmer by occupation, died near Lebanon, Ohio, in 1852, at the age of seventy years. His wife survived him five years, dying in 1857, at the age of sixty years. They were the parents of eight children, our subject being the youngest child, and only three are now living, aged respectively eighty-two, seventy-eight and sixty-seven years.

Daniel Stewart remained in Ohio until seventeen years of age, and then spent three years in Illinois. In company with Jordan Sawyer he started with an ox team for Oregon, landing in that State in the fall of 1845, having been six months and eight days in making the journey. Mr. Stewart found employment with Governor Abernethy at Oregon City, spent one and a half years on the river with Captain Gray, and was then employed in the first sawmill at St. Helens, on the Columbia river. In 1847 he enlisted in Captain Maxon's company of Oregon volunteers, to fight the Cayuse Indians for the massacre of Dr. Whitman, and was elected Sergeant of his company, and took part in the battles of Wells Springs, John Day river, etc. In July, 1849, the brig Honolulu, Captain Newall, brought the news of the discovery of gold in California, and Mr. Stewart at once engaged passage to that State on the brig's return. After reaching California he commenced his operations as a miner in what was then called Dry Diggings, now Placerville,

later moved up the river with a party, theirs being the remotest camp on the river, and they fared much better than the denizens of the lower camps, as the latter were all massacred by the Indians. Mr. Stewart next conducted a feed store for a time, and then began draying in San Francisco, making as high as \$50 a day in the last occupation. In 1850 he returned to Oregon, in 1852 to Illinois, and then went to Missouri, where he purchased 200 head of cattle and drove them to Oregon. In 1859 our subject continued the stock business in Umatilla county, but owing to some misfortune he lost his savings of those many years of hardships and difficulties. In 1861 he came to Walla Walla, Washington, then a small town, where he has since followed various occupations.

Mr. Stewart was called upon to represent his county in the Legislature in 1865, was elected by the Democratic party, re-elected in 1870, defeated in 1874, but again elected in 1876. In the latter year he introduced a bill in the Legislature to regulate the tariff on railroad transportation: the bill was carried in the lower house, but defeated by a small majority in the Senate. During President Cleveland's administration, Mr. Stewart received the appointment of Postmaster of Walla Walla, serving in that capacity four years and eight months. Although he has had many misfortunes in his younger days, he has succeeded in saving a competency.

He was married April 16, 1853, to Miss Margaret Fruit, of Monroe county, Missouri. They have had eight children, namely: Katie, wife of E. H. Nixon, of this city; Crossus, of Walla Walla; Charles B., a leading physician of this city; Thales D., also of this city; Irene, now Mrs. I. Goodman, of Oregon; Lee Ella, Ida and Robert L., at home.

MRS. CATHERINE J. (SNODGRASS) RITZ, widow of the late Philip Ritz, was born in Nashville, Tennessee, May 11, 1835. Her father, Lynn Snodgrass, was a native of Tennessee, who married Elizabeth Wilson, of Greenville, Tennessee, and was of Pennsylvania Dutch descent. Mr. Snodgrass crossed the plains in 1852, with

a horse-and-mule team, and was one of the first immigrants who came to Oregon that year. His was the leading train on the plains, and in that way missed the depredations of the Indians, and upon reaching Linn county, Oregon, settled there, buying 620 acres of land, and there engaged in farming and stock-raising, dying there in 1865, at the age of sixty-four years, his wife surviving him five years. She died in 1869, at the age of sixty years. They had reared a family of six children, of whom Mrs. Ritz was the third.

Our subject was educated in the State of Tennessee, and was fifteen years of age when she accompanied her parents across the plains to the far West. Her early experiences broadened her faculties, and now she is a lady of great intelligence and high business capacity, as well as of varied accomplishments. The marriage of our subject took place April 11, 1854, when she was united to Philip Ritz, a native of Pennsylvania, who was born October 11, 1827. He was educated at his home in Pennsylvania, and, having gone to Iowa when young, engaged in school-teaching there, continuing until 1850, when he crossed the plains to California, but continued on and came into Oregon that same year. He took up a piece of land in Benton county, on the present site of Corvallis, where he started one of the first nurseries in the State.

The next year after his arrival, his education and intelligence were recognized by his fellow-citizens of the county, and he was made School Examiner of Benton county, and this honorable position he held as long as he lived in Benton county. In 1862, he sold out his possessions in Oregon and moved to Walla Walla, Washington, where he purchased 160 acres of land and started a nursery, one and one-half miles south of the town. He kept adding to the land until it amounted to 240 acres, all in one body. Here he put eighty acres in nursery stock, and this is one of the largest nurseries in the State. Before his death he had accumulated a fortune by his good management and industry.

The husband of the subject of this sketch was

a man of great business ability. He founded a town, which at the time it was made a county seat was named Ritzville, and owned 4,600 acres adjoining it. His widow also has ninety acres on Whidby Island, forty acres on Washington Lake, forty acres on Union Lake, and fifty-nine acres adjoining Seattle. She also owns a large stone quarry near Seattle, forty acres at Blaine, besides lots in different parts of Seattle and twenty-four blocks in Walla Walla city, all the acreage amounting to over 5,000 acres.

Mr. Ritz was one of the pioneers of the coast, and through his business enterprises he made his name well known all along the coast as far as Puget Sound, and wherever it was known it was also known as the name of an honest and fair-dealing man. In the matter of securing the extension of the Northern Pacific Railroad through to the coast, Mr. Ritz was prominently identified, contributing both of his time and money for the furtherance of the enterprise. For a period of several years he went to the National capital each winter and there labored zealously to secure the completion of this great and valuable avenue of commerce, which has contributed so largely to the development and

healthful advancement of the northern coast country. His lamented death occurred February 7, 1889. Since that time the business has been ably carried on by Mrs. Ritz and her daughter, much assisted by Mr. W. A. Ritz, a nephew of Philip Ritz. The young man is a native of Iowa, and came to Washington in February, 1889, to take charge as farmer of his aunt's large nursery, and here they are doing a business of from \$10,000 to \$20,000 per year.

Mr. Ritz had contemplated the building of a fine residence before his death, but as he did not accomplish it Mrs. Ritz followed out his plans and is about finishing one of the finest residences of the county, near Walla Walla, at a cost of \$12,000. It is a frame structure, with all of the latest improvements, heated by furnace and fire-places, with a perfect system of water-pipes and has electric light, supplied by a dynamo on the premises.

Mr. and Mrs. Ritz had two daughters: Ella C., the wife of H. M. Coss, who is a farmer and stock-raiser in Adams county near Ritzville; and Hattie May, an accomplished young lady, at home with her mother. Four children are deceased.



CHAPTER XXXVII.

THE MINERAL WEALTH OF WASHINGTON.

LEAD—COPPER—SILVER—GOLD—COAL—IRON.

IN previous chapters incidental references have been made, in the necessary course of our history, to the gold mines and mining, that played so important a part in the early development of several parts of the Territory. A more extended, though still a compendious notice of the mineral resources of the State is due our readers. We give this in the reproduction of a carefully prepared paper, furnished by the Washington Commissioners of the Columbian Exposition for publication in the "Evergreen State Souvenir," and having the endorsement of their approval and publication. It was furnished by Mr. C. E. Bogardus, assayer and chemist, of Seattle, and is a careful and discriminating statement of the facts simply. Mr. Bogardus says:

The wealth of Washington lies in her vast mineral resources, the bulk of which consists of gold, silver and lead. Wonderful reports are given in regard to its metals. The extent of the distribution can but be convincing. The depth is to be proven; but if experience can be relied upon, nothing is lacking for the development of the mines but capital, which is gradually coming forward.

The ores of the State in general are medium grade lead ores, bearing silver, the galena itself carrying but little gold. But there are belts of high-grade silver ore with but little or no lead to them, being chlorides, brittle silver, and ruby and black sulphurets of silver. Our gold is free, or in sulphurets, free gold being in quartz, talc or as placers. The sulphurets are quite generally distributed with free gold and galena, also occurring in ledges by themselves. There are a great variety of sulphurets, varying in color from a white to a yellow, bronze and black, in value from nothing, or traces, to \$500 per ton, and in composition as the different ores

carry zinc, arsenic, antimony and nickel. Such variation, with apparently the same sulphuret differing in the several districts, makes them quite a study. The gold placers are not as yet extensively worked. Not being rich, they need corporations to operate them on a large scale.

There are three ore belts: The first extends the entire length of the Cascade mountains, but it becomes scattered in the southern section. The second reaches from the eastern boundary across the northern part of the State. The third is the peninsula of the Olympic mountains.

Beginning in the northeast corner of the State in Stevens county is a metalline district having a galena ore with few sulphurets, carrying some zinc, which gives it a dull appearance. The formation is slate and lime. Veins are large, high in lead and low in silver. There is also gray copper in the district.

West of these and north of Spokane is the Colville district, which is the oldest galena camp in the State. The ore is clear, being in a magnesium-line belt. Although the ores are not high grade, they are good concentrators.

Between the Columbia and Okanogan rivers is the Colville Indian reservation, of which practically nothing is known as to its minerals, prospectors not being allowed upon it; but those who have passed over it give flattering reports.

Immediately west of Okanogan river is the Okanogan district. Extending north and south along the river is a rich mineral belt which passes into British Columbia. The district is divided into different divisions, having varied character of ore. At the north, around Loomis and Gold Hill, are gold and galena in granite, syenite, quartzite and slate formations. A few properties (Black Bear and War Eagle, the most prominent) have had considerable work done on them. There are several fine stamp

mills at different points doing well. Coming south near the river is a lime belt carrying high grade silver. Farther south near Conconully are medium grade galenas, with pyrites in a quartz gangue, with a syenite, quartzite and porphyry formation.

Beyond, and a little to the west, is another lime belt, rich with galena and chlorides of silver.

From this district west to the Cascade mountains it is entirely unexplored. But southwest limited prospecting has been done, and some ledges of gold bearing pyrites and high-grade silver have been found along the Methow river.

Nearly due west a short distance brings us to the Pierce or Stehekin river, and into an argentiferous galena camp of medium grade. It is on the east slope of the main range of the Cascade mountains at Cascade Pass. In this vicinity is the Bridge Creek district, on the river by that name, a branch of the Stehekin. Here the ledges are not large, but of high-grade ore, being ruby silver and antimonial silver, with but little galena. These are the two districts which the railroad in contemplation from Lake Chelan north expects to tap, and to take the ores to the foot of the lake.

South of the Wenatchee river, ten miles from the Great Northern railroad, is the Peshastin, which is the oldest gold-producing district in the State, arrastras having been used there for years. This, with two other districts, Swank and Niger creek, are grouped together. The Swank produces a quantity of placer gold and its ledges are soft, bearing free gold, making it easy to handle in arrastras. The Peshastin is now very active, a forty-stamp mill having just been completed. The same class of ore extends through Peshastin and Niger creek, being talc, quartz and spar, carrying free gold, arsenical pyrites, copper pyrites and yellow iron pyrites, all of which carry gold, the copper pyrites being very rich. The formation is serpentine, syenite, silicious, slate, with diorite and porphyry dykes. There is a belt of high-grade gray copper, carrying native copper, running through the section.

Looking at the southern part of the State, where free gold predominates and but little has been done, this brings us the west side of the range to Snoqualmie district, Snoqualmie Pass, sixty miles east of Seattle.

The prospecting of the three branches of the Snoqualmie has shown good results, principally in galena, and some in copper pyrites bearing gold, and some in free gold. This district, within a few miles of the terminus of Seattle, Lake Shore & Eastern Railroad, should, with proper management, be a good producer.

Farther north, the south fork of the Skykomish river, along which the Great Northern Railroad passes, was prospected last summer, with the result of finding some gold and some high-grade silver propositions, but no district has been established.

From the north fork of the Skykomish a large mineral belt begins extending to the boundary north, and from the summit of the range west into the foothills. Troublesome, Silver Creek and Sultan River districts are located on streams by those names. Troublesome district, nearest the main range, is a galena camp, but has a few ledges of high-grade silver ore, in combination with copper or as black sulphurets. By the side of this in the Silver Creek district, seventy miles from Seattle and twelve miles from the Great Northern Railroad, is the largest and oldest at present of the three. It has good-sized veins. It shows a medium grade galena in quartz and porphyry gangue with iron pyrites, bearing gold.

Going north on the divide from Silver Creek is the Monte Cristo district, about ninety miles from Seattle, at the head of two rivers,—the Sauk, running north into the Skagit, and the south fork of the Stillaguamish river. The ores vary. One class is a galena, carrying some pyrites bearing gold; another is an arsenical, antimonial pyrites, which is the gold ore of the district; another is the ordinary yellow iron pyrites, bearing gold. The ledges have great width, varying from two to forty feet. This district has awakened great interest, for it is

foremost in the rank of development. A large syndicate owns most of the district, and is investing several millions of dollars in building a railroad to the mines, developing the property, erecting a smelter, etc.

On the south fork of the Stillaguamish river is the Stillaguamish district, which extends several miles along the river and is near the railroad that is nearly completed to the Monte Cristo district. This district produces a greater variety of ores than any other. It will be the largest copper camp in the State when fully developed, the ore being gray copper, copper pyrites and peacock copper, all of which carry silver and gold. There are also the galenas and antimonial iron pyrites similar to those in Monte Cristo, and some free gold ledges.

The country from here north and east of the Sauk to the summit has been prospected but little. Across the summit from the Horse Shoe Basin district, at the head of the Cascade river, is the Cascade district, consisting of good, clear galena ore, having but little gold. Ledges have been discovered assaying \$5,000, the ore being a mixture of galena, quartz and pyrites carrying ruby silver and black sulphurets of silver. Thunder creek, a branch of the Skagit, shows some high-grade chloride ores.

The Olympic mountains, situated as they are on the peninsula, without trails or means of transportation, and being so high and steep, make it difficult for the prospector to accomplish much. Although good gold, silver, lead and copper ores have been discovered, yet nothing can be done with them now, unless within a few miles of water transportation.

Stated in general, the formations in the galena districts, in the Cascade mountains, are practically the same, being granite, gneiss, syenite, quartzite, some slate, with porphyry dykes. The gangue of the ores consists in quartz and porphyry, carrying in every district pyrites, some of which bears gold, copper in most places yielding gold, but occasionally silver, and antimony in the pyrites usually indicating gold. The galenas in all the districts carry more or less zinc.

Washington ores are so characteristic that one must know them in different parts of the State to judge intelligently; but no one, after giving the subject a thorough examination, can but wonder if the mineral resources will prove to be as large as the present showing indicates. This outline, setting forth briefly the conditions of the districts at present, will be incomplete in six months, owing to continual development and the discovery of new districts. All mining men who have given the districts an unprejudiced investigation, pronounce them to possess the best surface showing ever seen, and assays confirm the statement. Nature, having uncovered the ledges in the way of natural development, has accomplished what would have cost man thousands of dollars. So we are not building our hopes on theory and delusive projects.

COAL.

The first discovery of coal in Washington was made in 1852, and the first mine was opened on Bellington Bay in 1854. The coal from this mine was shipped to San Francisco and was the only coal shipped out of the then territory until 1870, when exportation commenced at Seattle, from the Seattle, Renton and Talbot mines, in the vicinity. A prominent writer says: "Washington is the Pennsylvania of the Pacific coast." It is more. It can supply the entire Pacific coast with coal for centuries. It can supply all the wants for iron of our great nation for an equally long period. How important all this is, can best be realized when we consider the fact, long well-established, that the richest mines in the world, and those best calculated to increase the national wealth, are those of coal and iron. Compare the growth of the population of England and Wales with the development of their iron and coal mines. In 1821 the population was twelve million, and the coal output fifteen million tons. In 1881 the population had increased to twenty-six million, and the coal production to one hundred and forty-seven million tons. It is a signifi-

cant fact that almost the only locality in the wide world which resembles England in soil, climate and natural resources and productions, including inexhaustible deposits of iron and coal, is to be found in the western part of the State of Washington. Washington possesses what is probably the largest coal area of any State in the Union. Coal exists in eighteen of the thirty-four counties, and the estimated area of the coal fields is over 1,000,000 acres. The character of the coal ranges from lignite to anthracite, although the anthracite deposits have not been sufficiently developed to enable us to speak with any certainty as to the quantity. The mines now in operation are, with the exception of those at Roslyn, all west of the Cascades. These coal fields are all within a radius of forty miles of tide water, and the cost of mining and transportation to tide waters varies from \$2 to \$2.50 per ton. The following is quoted from an exhaustive report on the Washington coal fields, by an experienced mining engineer:

"This young and flourishing State bears the undisputed reputation of being the greatest in coal beds and forests, as large statements can be made with perfect truthfulness about other natural resources; but this is no place to introduce them. Coal is our text and we have plenty to talk about. All the Pacific coast will forever have to look to this State for its coal. What we need now is more railroads to the coal fields, more coal washing machinery for the heavy coking varieties of coal, more coke ovens, more and cheaper ocean transportation, and this State will shut out all competition from foreign coals on the pacific coast."

The following tables will give a better idea of the extent of coal operations and the quality of the coal than pages of descriptive matter would do:

Name of Mine.	Output 1891, Tons.	Employees.
New Castle.....	106,514	222
Franklin.....	44,557	254
Cedar Mountain.....	15,866	65
Black Diamond.....	111,472	319
Fairh'v'n Coal & Coke Co	1,250	35
Blue Canyon.....	7,200	71
Gilman.....	55,956	221
Kangley.....	5,544	60
Alta.....	2,000	26
Roslyn.....	331,444	998
Carbon Hill.....	161,041	361
South Prairie.....	44,450	115
Wilkeson Mines.....	64,337	156
Bucoda.....	13,385	26
Pittsburgh.....	1,950	8
Centralia.....	4,350	20
Not specified.....	30,933	
Total.....	1,056,249	2,957

The following table shows the product of the State for the past five years by counties:

Counties.	1887 Short tons.	1888 Short tons.	1889 Short tons.	1890 Short tons.	1891 Short tons.
King.....	330,961	546,535	415,779	517,492	429,778
Kittitas....	104,782	220,000	294,701	445,311	348,018
Pierce.....	229,785	276,956	273,618	285,886	271,053
Thurston..	15,295	42,000	46,480	15,000	1,400
Whatcom...					6,000
Not spec'fd.	82,778	130,259			
Total.....	772,601	1,225,750	130,578	1,263,689	1,056,249

IRON.

There is no point in the world where so great a quantity of good iron ores, good limestones and good fuel can be massed at so small a cost for handling as on Puget Sound.

Iron ores are found in Washington in four distinct belts, each belt differing from the others in both the chemical and physical features of the ore. The Skagit belt on the south side of the Skagit river, near Hamilton, Skagit county, and extending eastward beyond Birdsview, has a width of from seven to eight miles. The belt consists of a large number of veins which will aggregate fully 500 feet in thickness. The strike of the vein is southeast, and the dip northeast, on the east side, and southeast on the west side, having an anticlinal near Birdsview. Similar ores have been found on the Pillchuck in Snohomish county, and on the west slope of the Cascade mountains in King county, where the Guy and Denny mines are located.

These ores occur in schistose rocks, showing much chlorite, lower geologically than the Cretaceous. These ores would probably be called clay iron stones, although carrying in many cases more iron than is generally found in this class of ore.

The ores are very compact and hard, the iron existing in part as hematite and part as magnetic, with greater or less admixture of manganese oxides and more or less combined silica with varying small proportions of other impurities. The sulphur and phosphorus, however, appear to be in small quantities.

Lying west of the Sound and east of the Olympic mountains is another belt, passing through Mason and Jefferson counties. Near Hoodport, on Hood's Canal, ten or twelve veins of red hematite are being opened by the San Francisco Mining Company.

Near Port Townsend a body of brown hematite was worked and the product smelted at Irondale, Washington, by the Puget Sound Iron Company with excellent results. The ores of this belt are porous and the silica is, to a great extent, free; while the sulphur is rather high the phosphorus is quite low.

There are two strong belts of hematite ores in Eastern Washington, one near Ellensburg, Kittitas county, the other north and west of Spokane. Both these belts show ores that are porous and soft, and with the silica, to a great extent, free, though rather large in quantity, and phosphorus very low and sulphur small.

Further, tributary to Puget Sound, there is a strong belt of magnetic ores cropping on Tex-

ada Island, and extending southwesterly across Vancouver Island, British Columbia. All these ores lie within easy reach of water transportation.

There are a number of belts of limestone traversing the State, the greatest body cropping on the islands of San Juan county, where the stone is of excellent quality, showing from ninety-five per cent. to ninety-eight per cent. carbonate of lime, with sulphur not exceeding four per cent. and phosphorus traces to none. A belt occurs near the Guy mines in King county, a body near Ellensburg, and another near Spokane. There is also a strong belt of marble in Vancouver Island, which is very free from sulphur and phosphorus and very low in silica.

Fuel can be had in great quantity from the numerous veins of coking coal of Western Washington; and the great extent of timber makes charcoal available at small cost. The timber consists of fir, alder and maple in quantity according to order stated. The charcoal should be delivered at any Puget Sound point at a cost not to exceed six cents per bushel.

The coking industry has been so little developed that the cost of coke can not yet be exactly determined, but from the abundance of coals producing good coke this fuel should eventually be cheap on Puget Sound.

Taking into consideration the close proximity of all the ores, fluxes and fuels to the great water highway of Puget Sound, Washington should be without a rival as an iron-producing State.



CHAPTER XXXVIII.

EARLY WASHINGTON BAR.

VERY much of the social and intellectual history of any country is wrapped up in the sayings and doings of the men who are connected with its professional life. No chapters are more interesting and instructive than those that relate to what they said and did and were. We are persuaded that we could not better illustrate the genius of the times and the men that laid the foundations of the now great and prosperous State of which we write, than by devoting a chapter to personal reminiscences relating thereto. For the material of this chapter we are indebted to Hon. J. J. McGilvra, who has himself been an influential member of the bar of Washington for more than thirty years, and is now an honored citizen of the chief city of the State—Seattle. Our readers will surely appreciate the glimpses it gives into the life and manners of the times of long ago.

From the organization of the Territorial Government of Washington, in 1853, until the summer of 1861, the Territorial Judges had all been appointed by a Democratic government. In the spring of 1861 the first Republican appointments were made, and during the summer and fall of that year the Republicans qualified, and a radical change took place.

The retiring judges were: O. B. McFadden, Chief Justice, and William Strong and E. C. Fitzhugh, Associate Justices. McFadden was succeeded by C. C. Hewitt, Strong by James E. Wyche, and Fitzhugh by E. P. Oliphant; however, Fitzhugh held the August term of the District Court at Port Townsend, Oliphant not arriving until after the close of that term.

The population of the Territory of Washington, which then embraced the three Northern counties of what is now the State of Idaho, was less than 12,000, and was composed somewhat of a rough class of people.

Judge Fitzhugh was a Virginian, and in 1860 shot and killed a man in Whatcom in a quarrel.

He was admitted to bail, and was afterward tried and acquitted at Olympia, in the meantime performing his duties as judge in the Third Judicial District. In 1862, Fitzhugh went on to Washington, D. C., drew the balance due him out of the United States Treasury, worked his way through the Federal army and into that of the Confederacy, where he was made Brigadier-General, and served the South in that capacity during the balance of the Civil war. Fitzhugh, with all his faults, was a just and impartial judge and a man of very considerable ability.

At the August term, 1861, at Port Townsend, all the mill men in the Third Judicial District were indicted for cutting timber on Government lands, and there being no other land in the Territory then except a few donation claims (but few lands having been surveyed and none sold by the Government), the timber cases were continued by consent to await further instructions from the Government. The result of communication between the United States Attorney and the Interior Department was the establishment of a rate of stumpage, to which the mill men assented, and the cases were all settled upon the basis thus agreed upon.

At this term of court the sloop "Leonede" was libeled for smuggling Hudson Bay blankets from a Hudson Bay barque (wrecked on Race Rocks, in the Straits of Fuca) to Dungeness. The master of the sloop and the Dungeness merchant, who was supposed to have received the smuggled and stolen blankets, were also indicted for smuggling. The sloop was convicted, condemned and sold, but the jury promptly acquitted the merchant and master. The proof showed that the merchant's store was filled from floor to ceiling with these smuggled blankets, or blankets of the same kind.

The Port Townsend Bar at that time embraced some able men, among whom were Salucius Garfield, afterward delegate to Congress for

two terms; and B. F. Dennison, afterward Chief Justice of the Supreme Court of the Territory and still an able member of the Washington Bar.

The next term of court was held at Olympia in September, Hewitt presiding.

There were several important criminal cases on the docket of this term at Olympia, among which was the case of a man by the name of Riley, indicted for killing an Indian.

A man by the name of Aleck Smith had been elected to the office of prosecuting attorney of the Second Judicial District, and as he had never tried a case in his life, even in a Justice Court, he arranged with the United States attorney to represent him in court. In fact, by similar arrangements, the United States Attorney represented the Territory in all the judicial districts for several years.

Aleck Smith, who was a son-in-law of Dr. Anson G. Henry, hereinafter alluded to, was subsequently appointed one of the Justices of the Supreme Court of Idaho, and, according to current reports at that time, dispatched justice in a primitive and summary manner. It is said that when it came time to adjourn for the drinks, if no attorney made the necessary motion, the court would make the requisite order on its own account.

Riley's trial was commenced, but, notwithstanding the prosecuting attorney's protest, he was allowed to run at large, and at the end of the second day of the trial he became alarmed and ran away, which resulted, of course, in a discontinuance of the trial and the discharge of the jury. The sheriff was not even reprimanded by the court; and, after an absence for several years in British Columbia, Riley returned, but was not molested. He had only killed an Indian who had objected to Riley's interference with his (the Indian's) domestic relations.

The next term of the District Court was held at Vancouver in the latter part of September and the first part of October, 1861, Wyche presiding.

Among the members of the Vancouver Bar at that time was the venerable Columbia Lancaster, the second delegate to Congress from the Territory, an able man and the Chesterfield of the Vancouver Bar.

The firm of Lawrence & Struve, composed of Andrew J. Lawrence and Henry G. Struve, was the leading firm of that bar in those days, both young and active men and good Democrats. When the Territory became hopelessly Republican, Lawrence migrated to the Sandwich Islands, but Struve chose the better course by becoming a good Republican and remaining in the country where he has met with general success, both at the bar and in politics, as he has so far stuck to the Republican party.

There was nothing unusual at this term of court, and at its close the judge and most of the attorneys went to Walla Walla to hold the fall term of court there.

Judge William Strong, the retiring Judge of the Second Judicial District, was in attendance at the Vancouver term, and also went with us to Walla Walla. Judge Strong was one of the ablest jurists of Oregon and Washington in those days, and was the real author of the first Code of Washington.

In ascending the Columbia river from Vancouver to Walla Walla on the old steamer "Okanogan," we were wrecked at the John Day's Rapids, and had to lie there for three days and until the steamer "George S. Wright" came up the river. In making a sharp turn in the river at that point, the current caught the bow of the boat, and threw it around and back down stream, where one of the compartments in the hull was caught on a sharp protruding rock, and the vessel was there held careened sidewise at an angle of over thirty degrees until after we left her. Still, we had plenty to eat and plenty of blankets, so that all hands were made comfortable on board or on shore, as the passengers chose. We had a boat and spent much of the time fishing in the John Day's river. Colonel A. C. Gibbs, a member of the Portland Bar and afterward Governor of the State of

Oregon, was the Izaak Walton of our party.

In due time we arrived at Walla Walla, at that time a veritable mining town. Every public house was a gambling saloon, and gambling was as open as daylight. In fact, the foreman of the jury was Colonel Stone, of the firm of Stone & Ball, the principal gambling house in town. Colonel Stone was not only a good member of the grand jury in general, but when the question came up of indicting the gambling houses he voted for it every time.

The court was held in the second story or loft of one of these gambling houses, approached by outside stairs, and it was one of the most, if not the most, primitive temples of justice that ever existed in any country. The building was constructed of hewed sticks of timber, clapboarded on the outside but entirely unfinished on the inside. The naked, hewed logs at the sides, and the rough joists and rafters overhead was the inside finish.

Some Indians had killed a Frenchman six or seven miles from Walla Walla a few days before court convened, and while court was in session one of the Indians arrested confessed, and offered to conduct the sheriff to the spot where the body was buried. As the event was an important one, the court adjourned, and the sheriff, judge and prosecuting attorney, and others, accompanied the Indian to the spot indicated, where, sure enough, we found the body buried at the roots of a tree, about a foot under ground.

The Frenchman was a returned miner who had been camping near where his body was found, and the motive for the killing was money; but we found \$500 in gold coin fastened under one arm, beneath his clothing, which the murderers had failed to find.

There was no jail in the county then and the accused Indians, two in number, were manacled and chained to staples driven in the walls of the court room. The attorneys' seats were common benches, and there was one small table in the room, which in the evening was sometimes used by the attorneys for a social game of cards. The

cards were deposited for safe keeping during the day on the judge's desk, which was an old-fashioned wash-stand.

One day, during the session of court, one of the Indian prisoners, by getting the length of his chain from the wall, and reaching well out, got possession of the cards, and during the balance of the day's session the Indians enjoyed themselves in a series of social games. A cut of that scene would make a good view for one of our magazines.

The United States attorney and his immediate predecessor, Butler P. Anderson, in September, 1861, traveled together from Olympia to Vancouver to attend that term of the court. At Burbank's Hotel, at Monticello, the shipping point for Portland and Vancouver, they met some returning miners who had two Cayuse ponies with saddles and bridles for sale at twenty-five dollars for each horse, with the saddle and bridle. The horses had been turned out to pasture, but as the saddles and bridles were worth about that sum, the ex-United States attorney and successor purchased the outfits. Anderson returned first, and of course had his choice as to ponies; whether he got the best one or not was never known, but the one left was not of much account, and on the return, at Jackson's, a half day's ride from Monticello, gave out and the attorney traded him off for another, giving five dollars to boot. At Pumphry's, twelve miles further on, he again traded, getting seven and a half dollars to boot, and at Van Warmers', thirty miles from Olympia, sold his pony for twenty-five dollars, took his saddle and bridle and went on to Olympia in the stage for \$2.50, having cleared the saddle and bridle in the operation.

Anderson, who was a Mississippian and a brother of General Patterson Anderson, soon returned to the South, also, and it is believed entered the Confederate army, but the writer is not certain as to that.

Next in order came the annual session of the Supreme Court of the Territory of Olympia in January, 1882.

The most important case on the docket of the Supreme Court of that term was the capital case, so-called. The Legislature, at its previous session, had passed an act re-locating the capital at Vancouver, but the act was defective in not having an enacting clause. The case was argued pro and con by the ablest lawyers at the bar, among whom was ex-Chief Justice Edward Lander, the first Chief Justice of the Supreme Court of the Territory, an able jurist, and now an active, though aged member of the bar of Washington, D. C.; and Hon. Elwood Evans, secretary and acting governor of the Territory, and now a resident of Tacoma. Judge Strong and others were also engaged in this cause.

The case was decided against Vancouver and in favor of Olympia by a divided court, Wyche dissenting.

The winter of 1861 and two was the hardest ever known in this country, either before or since that time. Snow commenced to fall on Christmas, 1861, and lay on the ground until April, 1862.

The terms of court were so arranged at that time with reference to the convenience of the United States Marshal and attorney that the last term in the spring and the first terms in the fall should be held east of the Cascade mountains. Consequently the writer, as United States attorney, was required to spend the summer in Eastern Washington.

A light, covered spring-wagon and a good span of Indian ponies were considered the best means of transportation for himself and family, consisting of a wife and two small children, as there was then no rail and but little water transportation on the lines to be traversed. Consequently, about the middle of March, thus equipped, we started from Olympia to make the portage to Columbia river through snow and mud. At about thirty miles from Olympia we had to employ an extra team, and at Pumphry's Landing, on the Cowlitz, we had to ship the wife, babies and wagon on two canoes lashed together, taking the horses over the mountain by a trail through the deep snow, and meeting

again at Monticello, at which point we shipped on board a steamer for Vancouver, landing, however, about six miles below Vancouver at a point opposite the mouth of the Willamette, as the steamer was bound for Portland.

After attending a term of court at Vancouver, we again shipped for the Dalles, and from that place followed the old stage road to Walla Walla.

At Butter creek our horses were stolen, and we went into Walla Walla with a mule and a sore-backed pony hired for the occasion from some miners en route for the Boise and Oro Fino country. A reward was offered for the ponies, and while attending the court at Walla Walla they were returned to us not much the worse for wear, but plainly marked by pack-saddles. They had been packed to the Powder River mines.

We afterward went to Lewiston and the Lapwai Indian Reservation, and also to Colville, with this same outfit, and finally traded it off for a house and lot in Walla Walla and went to housekeeping. We bought a cook-stove, carpet, and some old-fashioned wooden-bottomed chairs, all we could obtain in Walla Walla; our bedsteads, tables, etc., we made ourselves, and with calico window curtains, and such other things to match as we could make or purchase, we were not only comfortable but cozy.

When we arrived at Walla Walla, being a United States official, we were invited to take possession of some vacant officers' quarters, which we gladly did, and on starting out for Lewiston at the close of the term of Court, the Quarter Master loaned us a good wall-tent with a fly, and after that we had comfortable quarters whenever we camped.

At Lewiston, which was then literally a city of tents, we had one of the best houses in town.

Lewiston, which was a mining town, was situated upon the Lapwai Reservation, but spirituous liquors and wine, as well as malt liquors, were brought in by the cargo, notwithstanding the Indian intercourse act making it a crime

punishable by both fine and imprisonment to take spirituous liquor or wine into the Indian country.

Early in July, 1862, Judge Oliphant, Salucius Garfielde, Shell Fargo, Charlie Allen, the sutler at Walla Walla military post, and myself started from Walla Walla to Colville for the purpose of holding a term of the district court, the first ever held at the latter place. We had the ponies and wagon already described and two riding mules. The distance was 210 miles, and there was no inhabitant on the road except a ferryman at the crossing of the Suake river and another at the crossing of the Spokane, about eighteen miles below the present city of Spokane.

We carried our grub and slept under two small fly-tents. Garfielde was a good cook, having had more experience than the rest of us. A frying-pan and coffee-pot composed our cooking outfit. We baked our bread in the frying-pan, broiled our bacon before the fire on sharpened sticks, catching the drippings on our fresh-baked bread, and settled our coffee with cold water, using buffalo chips mostly for fuel. The bread, bacon and coffee on that trip had a relish that it has seldom been the good fortune of the writer to enjoy.

On the route, and somewhere near Medical Lake, we met the Colville garrison, consisting of regular troops ordered east, having been relieved by Oregon and Washington volunteers. The officers, of course, had some good commissary whisky along, of which we were invited to partake.

Shell Fargo was the teamster, and although it was not observed that he had appropriated more than his share of the commissary, it was not long after we had parted company with the soldiers before he upset the wagon and spilled out his passengers, Judge Oliphant and Salucius Garfielde.

Garfielde was smoking at the time, and Fargo always insisted that he never lost his hold or ceased to puff on that old pipe; Garfielde was a man not easily disturbed; but not so with Oli-

phant; although not hurt, his nerves were considerably shaken up.

Upon arriving at Colville we were offered quarters at the military post. Park Winnans was appointed clerk of the court; the sheriff summoned a grand and petit jury and the business of the term commenced. No court having been before organized and this being the first term, of course there were no cases on the docket. The people of Colville had looked forward to the first term of the court with a good deal of interest and were anxious to make a good showing with a view to regular terms thereafter. Consequently the grand jury indicted every one suspected of doing wrong, and all the people who had disputes to settle came into court, waived the service of process, made up the issues in their causes and went to trial. The result was that several criminal and civil cases were tried, two or three divorces granted, and Garfielde and myself made about \$750 each.

Shell Fargo was appointed United States marshal.

During this term of court all hands went over to the Hudson Bay Post, about fifteen miles north of Colville, then in charge of McDonald. This Hudson Bay Post was near the Kettle Falls in the Columbia river, and at these falls were the principal fisheries of the upper Columbia, from which several tribes of Indians derived their main sustenance. When we were there several acres of ground were occupied in drying and smoking the salmon already caught.

On the return trip from Colville to Walla Walla Judge Oliphant was very anxious to get sight of a coyote, as we could hear them in the distance nearly every night. The last night before reaching Walla Walla, we camped on the Touchet, where we got some oats in the sheaf for our horses, which were picketed out near our tents. In the night we heard a racket among the horses and I got up and went out to see what the trouble was. I found several Indian ponies, called "cayuses," taking the feed from our own ponies, which intruders I drove away and then returned to bed. Garfielde asked

what was the matter, and I replied that there were a lot of cayuses around, when up jumped Judge Oliphant and enquired, "Where are they? where are they?" I replied that they were just outside not far from our animals. Out the Judge went, half dressed, but after a short time returned saying that he could not see any cayuses. Garfielde remarked that probably they had gone away, and that "you never could find that breed of Indian ponies when you wanted them, any way!" At that, Oliphant, who had gotten into bed again, raised up and shrieked "Ponies! Ponies! I thought you said they were cayuses?" When Oliphant finally saw the joke that had been played on him, he was as much out of humor as such a good soul could be, and didn't speak to any of us for several days, unless he was obliged to!

Judge Oliphant was an elderly man, of large frame and equally large heart, unaccustomed to the rough ways of the Western wilds, and he soon tired of his position as Judge. After holding terms of court at Oro Fino and Boise City among the miners, who carried their revolvers in the court-room as elsewhere, the Judge resigned to take a clerkship in the General Land Office in Washington city, where he could live in peace and quiet, and there spent the balance of his days.

In consequence of the obliging disposition of Judge Oliphant and his desire to please everyone, and especially the attorneys, he sometimes got himself into an awkward predicament.

During the fall term of 1862 at Walla Walla, Judge Lander and General Bridges were pitted against each other in a cause that came up for hearing on demurrer. Judge Lander made a speech in support of the demurrer, and the Judge promptly decided in his favor without waiting to hear General Bridges; but Bridges as promptly jumped to his feet, saying, "Hold on, Judge; I have a right to be heard!" "Well," says the Judge, "what have you got to say?" Whereupon the general launched out upon an argument that soon convinced the Judge that his first ruling was wrong, whereupon he as

promptly decided in favor of the general; but Lander, of course, was not satisfied and claimed his right to the closing argument and proceeded with his side of the case. At the close of Judge Lander's argument, Judge Oliphant threw himself back in his chair and with his arms hanging loosely by his side in despair exclaimed: "Gentlemen, I wish I could please you both!", adjourned the court and took the case under advisement.

After the fall term of court at Walla Walla, we removed down the Columbia and Vancouver, which was thenceforth our headquarters until the fall of 1864, when we located at Seattle.

The next session of court was the annual session of the Supreme Court for 1862-'63. It was during this term of the Supreme Court that B. F. Kendall was shot and killed by a young man by the name of Howe.

Kendall was an able man but a bitter partisan and relentless foe. At the time of his death he was Superintendent of the Indian Affairs for Washington Territory, and was also the proprietor and editor of a newspaper published in Olympia. Kendall took occasion, with or without cause, to attack most bitterly young Howe's father in his newspaper. The elder Howe, meeting Kendall on the streets of Olympia, undertook to castigate him with a cane, but Kendall defended himself with a revolver and wounded Howe, though not seriously. I was after this that young Howe espoused the quarrel of his father, and, as it was understood at the time, demanded of Kendall a retraction of the article containing an attack upon the elder Howe. The final meeting was in Kendall's office, without the presence of any third person, with the result that Kendall was shot dead. Public sentiment was divided as to the merits of the Kendall-Howe controversy, and as Kendall had many bitter enemies, although young Howe was committed for murder, the grand jury failed to indict him, and he was liberated after about three months' imprisonment in the Thurston county jail. Young

Howe removed to California, where he soon died of consumption.

At the fall term of court, 1862, several indictments were found by the grand jury at Port Townsend against Victor Smith, then collector of customs for the Puget Sound district. Smith had previously procured the removal of the custom-house from Port Townsend to Port Angeles, and of course the feeling was very bitter at Port Townsend against him. Smith procured a change of venue from Port Townsend to Olympia, and when the proper time arrived, boarded the revenue cutter with his witnesses and set sail for Olympia. The people of Port Townsend, not to be outdone by Victor Smith, chartered a steamer, which they designated as "Revenue Cutter No. 2," and with the attorneys, witnesses, etc., for the prosecution, also set sail for Olympia.

The indictments against Smith contained numerous counts for all sorts of crimes and misdemeanors, most of which were no doubt imaginary. After considerable skirmishing on the part of the respective attorneys, these cases were continued until the spring term of 1863, and were then dismissed by order of the Secretary of the Treasury.

The war upon Victor Smith was not wholly confined to Port Townsend. Smith was the warm personal friend and protege of Salmon P. Chase, Secretary of the Treasury, and was disposed to run the politics of the Territory.

Dr. Anson G. Henry, Surveyor General of the Territory, was an old personal friend and former family physician of President Lincoln, and he was also disposed to assume the rule of political boss.

There was, therefore, an irrepressible conflict between Smith and Henry, which could end only with the absolute defeat of the one or the other. After the dismissal of the Smith indictments, the war was transferred to Washington city, Henry having the ear of Lincoln, and Smith that of Chase. Finally, in the winter of 1864-'65, Henry and Smith both went to the city of Washington in person, and the final re-

sult was the removal of Smith from the office of collector of customs.

A singular circumstance connected with this contest was that both Henry and Smith, on their return trip home, were fellow passengers on the ill-fated steamer, "Brother Jonathan," which was lost in the early spring of 1865 off Crescent Harbor, on the California coast, and both perished in the wreck.

Some funny things happened in connection with the administration of justice in these early days.

In 1864 or 1865, the sheriff of Island county and one of his deputies were indicted for murder. They were charged with killing an Indian at Coupeville, on Whidby Island. They were arrested and held to bail, but in the meantime, between their examination and the next term of court, continued to perform the duties of the sheriff's office, which in part consisted in summoning a portion of the grand jury and petit jury for the next term at Port Townsend when and where are they to be tried. They were duly indicted, and patiently awaited their turn to be tried, the sheriff, in the meantime, acting as one of the bailiffs of the court, until the judge's attention was called to the fact, when his service at the term of court were dispensed with, notwithstanding his vigorous protest.

There were several murder cases on the docket of that term. One was against a man by the name of Martin for killing one Kelly at Port Ludlow. Wyche presided, Judge Dennison and myself prosecuted, and Judge McFadden and Frank Clarke defended.

It was during this trial that Frank Clarke objected to a very popular question asked the witness by Judge Dennison, and the presiding Judge in surprise asked Clarke what his objection was, when Frank replied that his objection was not so much to the question itself as to the very grave and solemn manner in which it was asked!

The result of the Martin case was a prompt acquittal by the jury, much to the disgust of the

judge, who, after reprimanding the jury, announced that the balance of the capital cases would be continued to the next term. Thereupon, the attorney for the Island county sheriff undertook to argue the matter with the court as to the sheriff's case, and finally the sheriff, himself, no doubt thinking the attorney was not making much headway, arose and announced to the court that he was now present and ready to be tried, and that he did not propose to dance attendance at the next term of court, which would convene about harvest time, — a very busy season for him. The court, however, ordered the sheriff into custody and continued the cases. It is needless to say the sheriff was never convicted.

Charles Ben Darwin was the successor of Judge Oliphant, and held his first term at Seattle.

Among the attorneys who had been in the habit of re-arguing their cases before Oliphant after they had been decided and sometimes with success, was Frank Clarke of Steilacoom. On the first day of Darwin's term, the judge promptly overruled one of Clarke's demurrers, whereupon Mr. Clarke undertook to re-argue it. The judge stopped him by saying, "There is nothing before the court, Mr. Clarke." "Yes, but—" said Frank. "Mr. Clarke" said the Judge very emphatically, "I tell you there is nothing before this court!" Whereupon Clarke sat down and remarked in a loud whisper that "that was the d——st court" he ever saw; whereupon the judge turned to the clerk and ordered him to enter up a fine of fifty dollars against Mr. Clarke, and called the next case. Clarke, somewhat crestfallen, walked up to the clerk's desk and paid his fine in greenbacks, then worth about fifty cents on the dollar. He then went out doors to give vent to his feelings and cool off. After talking the matter over a while with his friends, he borrowed a handful of twenty-dollar gold pieces of Charlie Terry and returned to the court-room, when, at the first opportunity, he arose, and, pulling out the shining twenties and exhibiting them to the

court, said: "May it please the Court: I did not understand whether my fine was to be paid in currency or coin. I paid it in currency, but if it was intended to be in coin, I will correct the mistake." "Suit yourself," said the judge, and proceeded with the business of the Court. Clarke, who was an able man, but what might be called a "roustabout" in practice, never fairly recovered from the effects of this defeat.

At the same term of court, and on the same day, Dr. Maynard was fined by the court five dollars for failure to appear as a witness. Maynard never paid his fine, but went out among the boys, and the first thing he said was that that was the meanest thing he ever knew a court to do. "Why," said the Doctor, "he fined Frank Clarke fifty dollars like a gentleman, and then he has fined me five dollars like a son-of-a-gun!"

It was at this term that the celebrated case of James Crow vs. Thomas Alvord was tried before Darwin and a jury. Alvord had killed a female pup belonging to Crow, that was supposed to be the making of a good bear-dog, a valuable animal in those days.

The case was first tried before Justice McMillan near where Kent now is, by the parties without attorneys, but as the jury failed to agree, Crow employed the writer to go up and re-try the case, and Alvord employed Dick Ward on his side.

The only law book, aside from the Territorial Statutes, used in this trial, was a couple of leaves cut from an old number of Peterson's Magazine, containing a fine steel engraving of a beautiful hound, and a poem descriptive of his many good qualities!

Having to ride on horse-back some twenty miles over a rough trail it was impracticable to carry much of a law library, even if it had been at hand, and would not have been of great use in any event.

The scene of the poem and engraving was laid in the Highlands of Scotland. Luarth, the high-bred and noble greyhound of Chieftain Cameron, had been shot by some miscreant and

had come home to die on his master's hearth-rug. Chieftain Cameron sits by the open fire-place with his trusty fire-lock across his knee, looking down into the appealing eyes of the faithful animal, dreaming of vengeance, while his daughters, Jenny and Cathleen, stand on either side, giving vent to their grief in a shower of tears. The poem was a pathetic description of the worth, attachment and fidelity of the expiring victim of some secret enemy.

This engraving and poem settled the question with that jury, and the plaintiff obtained a judgment for \$20, and defendant appealed. At the trial in the district court, Judge Dennison was employed as assistant counsel for plaintiff, and Judge McFadden and Frank Clark were employed for the defense. In the argument to the jury, Judge Dennison read Byron's inscription upon a monument to a Newfoundland dog. I again exhibited the engraving and read the poem, while Judge McFadden made some quotations from Shakespeare, not quite so complimentary to the dog and exhibiting some of his worst qualities.

This was the great case of that term, and resulted in a verdict of ten cents for the plaintiff, which, however, carried the costs, amounting to over \$300, besides the attorney's fees.

At the last term of court held by Judge Oliphant in Seattle, in 1863, I think, during the trial of a cause, the writer had occasion, as he thought, to criticise very severely some act of the auditor of King county, when he was interrupted by the judge, who thought the criticism too severe; but the attorney persisting, the judge finally screamed out: "Sit down, Mr. McGilvra; sit down! I want you to understand when this court is 'roused, its ——'roused!" The strong rising inflection upon the first "'roused", and the marked falling inflection upon the last "'roused," made the scene so ridiculous that the bar commenced to laugh, and, finally seeing the humorous side of the affair, the judge joined in the laugh, and so the matter ended. This was the fall term.

At the spring term, previous, Judge Wyche

presided, and during the trial of a criminal case old Manuel Lopez, now an inmate of the Providence Hospital, I think, was called as a witness in a criminal case. He came forward but refused to be sworn or to testify until his fees had been paid. The judge informed him that he could not demand his fees in advance in a criminal case, to which Manuel replied, "I don't know about that law, Mr. Judge. I has been told by the best lawyer and judge in this country that I was not obliged to swear till I was paid de money." About this time Judge McFadden took his hat and left the court-room. Wyche saw the point of the joke, and was so much amused that he had to smile, and this tended to confirm Manuel in the belief that he had been correctly advised as to his legal rights. As soon as Wyche could control his risibilities he tried to explain to Manuel that it was only in civil cases that he had a right to demand his fees. Manuel, however, could not see the distinction, and still refused to testify until the judge threatened to send him to jail, and even then he reluctantly testified, under strong protest.

Judge Wyche was a genial man, an able and upright judge, and a lawyer of marked ability. He was one of the very few lawyers who could step down from the bench and take the first rank at the bar over which he had presided. This, Judge Wyche emphatically did.

McFadden was another Judge who made a success in his practice upon retiring to the bar.

In 1869, soon after Judge Jacobs had ascended the bench, McFadden had occasion to appear before him to settle the pleadings in a certain cause, when Jacobs was particularly severe in his criticism of McFadden's answer in the case. Jacobs intimated that an office boy ought to draw a better pleading. Judge McFadden arose, and in his blindest manner said: "May it please the Court, when I occupied the position your Honor now fills with so much grace, I never had any difficulty in knowing what the law was; but I find it very different when I get down here," and sat down! That is

the only time I ever saw Judge Jacobs blush, and he lost no time in calling the next case.

In early times it was the practice of suitors to consult the judges privately, without the intervention of attorneys, and I am not certain that this practice is entirely done away with yet. On one occasion a farmer came to Judge Oliphant and complained that the Board of County Commissioners had opened up a road through his farm without notice, assessment of damages, etc., etc. "Why," said the Judge, "my good man, they can't do that!"

"Now Judge," says he, "what is the use of your telling me that? I tell you they have done it!"

The Judge wilted.

These are only a few of the incidents of the olden times that come floating down on memory through the lapse of many years.

While the country was new and rough, and sparsely settled, there was really a great deal of important business for the courts to do, and so far as ability and integrity is concerned, the bench and bar of those days will compare favorably with the bench and bar of to-day.

One marked difference is that it required more nerve then than it does now on the part of both bench and bar to perform the respective duties of their office in good faith and fearlessly.

I once prosecuted a defendant in this town for assault with intent to kill, and convicted him, too, when I knew a drunken attorney for the defense had a pistol in his pocket for my benefit and had threatened to use it.

In those days it required true courage to enable a man to live up to the standard of his convictions.

At the beginning and all through the war of the Rebellion, there were a great many Southern men and Southern sympathizers scattered all through this country, and they belonged to the aggressive element of frontier life, loud-mouthed, defiant and threatening. Among the leaders of this element were several army officers from the South, in command of and attached to the various military posts along the coast, who preferred quietly to draw their pay from the Federal Government to facing Federal guns in the Confederate army, and yet they would openly curse the government that fed them, and were loud in their expressions of sympathy for the rebels. Abraham Lincoln was cursed, and toasts were drank to Jeff. Davis in the presence of the commanding officers of the military posts without rebuke. This was particularly the case in all the region of Eastern Oregon and Washington.

It will be remembered that at the commencement of the Rebellion Albert Sidney Johnston was in command of the army and military posts of the Pacific Coast, and when he was unexpectedly relieved by Sumner was preparing to hoist the rebel flag and turn the army and the country over to the rebels.

While some of these army officers deserted and entered the rebel army early in the Rebellion, it was not until the winter of 1863-'64 that the military posts on this coast were thoroughly cleansed of this rebel element. Then these recreant officers were either relieved or sent to the front.

It was the writer's privilege to assist in this good work, for which he was soundly rated by a portion of the rebel sympathizing press of the country at the time.



CHAPTER XXXIX

WASHINGTON AT THE WORLD'S FAIR.¹

WASHINGTON STATE BUILDING, AT THE WORLD'S COLUMBIAN EXPOSITION, CHICAGO.

IT seems fitting that we should close this volume of the History of Washington, "The Evergreen State," with an account of the State at the world's great Columbian Exposition. This seems especially appropriate since the State itself came so near being called "Columbia." While all the new States that came into the Union at the same time with Washington have received marked considerations from the Commissioners of the great Exposition, Washington has easily received the most marked attention. Crowds of wondering visitors linger around and stroll through her unique building, and gaze upon the exhibition of her products with surprise. The following descriptive paper, prepared mostly by Mr. E. S. Meany, Secretary of the Washington Commission will disclose, the occasion of this wondering admiration.

This new State made three World's Fair appropriations: the first one of \$100,000 in 1891, and another of \$50,000 in 1893, and a separate one at the same time of \$5,000, to defray the expense of maintaining the exhibits prepared by the Board of Lady Managers of Washington. The officers of older States, who had more money at their disposal, have frequently expressed their wonder at the showing made by Washington with this \$155,000.

In the first place it is impossible to visit any portion of the Exposition without being reminded of the existence of the rich new commonwealth in the far northwest. Even the flag-staffs used on the grounds in front of the Government buildings were all sent from Washington. There are forty-seven of these tall flag-staffs, all straight, fine, young fir trees. It will be noticed, also, that Washington gave more

than her share of the columns in the rustic colonnade surrounding the Forestry building, for three of the columns bear her name.

A tour of the general Exposition buildings will show fine exhibits from this State in six of them; viz., in the Mining, Agricultural, Horticultural, Fisheries, Forestry and Transportation buildings.

In the Mining building there is seen a fine booth, ornate with columns and pyramids of gold, silver, lead, iron and other valuable ores. In one of the attractive cases is shown about \$3,000 worth of native gold nuggets, all brought from Washington, to show the wealth securely locked in the hills and valleys of the State and only waiting the well directed toil of man to set many new industries in motion. In this section is also shown great quantities of coal, coke and building stones.

In the agricultural booth is shown many surprises for those uninformed about the great West. Great yields of bright golden grains, large vegetables, luxuriant hops, tobaccos, and in fact all the products of diversified temperate-zone farming.

Another surprise is in store for all who visit Washington at the Horticultural building. Great varieties of apples, pears, cherries, plums, peaches, prunes, quinces, small fruits, grapes, and in fact nearly every product of the orchard are shown here to the astonishment of many who had heretofore supposed that the far Northwest was a land of snow, ice, Indians and dense forests.

In the Fisheries building the Washington section is one very easy to find, as it is crowned by the skeleton of an immense whale, suspended from the iron arches of the roof. This whale is the species known to science as the *Megaptera versabilis*. To the trade it is known as the Pacific Humpback, and it is one of the whales that produce the black whale-bone of commerce. It was forty-seven feet in length and forty-eight feet in maximum girth. In this booth are shown many prepared specimens of all kinds of salmon, trout, cod, halibut, sturgeon, shellfish,

crustaceans, fish-eating birds and animals, canned and prepared fish and their products, squids, oysters, shrimp, clams, canoes, Indian fishing implements, and, in fact, a complete fish exhibit, showing vast wealth in store for in the future development of this industry. One noticeable feature in this booth is a huge sea lion with a captive salmon in his jaws.

The general Forestry building contains an attractive exhibit of Washington woods. One special exhibit is a model cottage home made out of the principal native woods such as fir, cedar, spruce, hemlock, maple, elder and so on. The design is sought after by many who desire to reproduce the artistic effect in reproducing the cottage for a dwelling. There are also shown here sections of all the great forest trees of Washington, some of these sections of monsters eight and nine feet in diameter. Many of these are highly polished, showing the great beauty of the woods when finished in their natural grains. One particular section is that of a big fir log twenty-four feet long and over six feet in diameter, scaling over 7,000 feet of lumber, and all clear, without a spot or blemish. This wood is recognized as among the best of building materials, as it is firm, solid and free from all the objections of shrinking, warping, etc.

The last of the general buildings in which this State makes an exhibit is the Transportation building, and here is shown a set of logging trucks. These trucks are loaded with three big Puget Sound logs, a cedar, spruce and fir, showing how the principal lumber logs of that section are brought to the mills at tide water from the hearts of the great forests.

There is another important exhibit in this same building in which Washington has a large share. I refer to the Northern Pacific Railroad. This company has fitted up three elegant coaches and filled them with samples of the wonderful resources of the Northwestern States through which the road operates.

If the State of Washington had stopped right here, with no further effort to make herself known, the end of the Exposition would have

arrived with many thousands of people thoroughly familiar with the fact that Washington has a bright future and a certain promise of greatness in wealth and in numbers of people. But the fine exhibits in the general buildings are only a small part of the showing made by Washington, for this State is one of the four States in the Union that have attempted to show their natural wealth in their state buildings. The other three States are Illinois, California and Iowa.

Let us visit Washington at her own World's Fair home. It is easily found near the Fifty-seventh street entrance and fronting toward the great art gallery. Waving in front of it is the largest American flag, and the highest flag staff in the Union. This flagstaff, though in two pieces, spliced together now, is a single Puget Sound fir tree, 205 feet above the ground and three and one-half feet in diameter at its base, showing the availability of such timbers for masts and spars in shipbuilding enterprises. The reason the staff was spliced is that its original length was too great to be safely transported from far-away Washington around the curves in the Cascade and Rocky mountain divisions of the railroad.

Next to this great flagstaff, the building itself attracts the eye of even the most casual observer. Whoever saw such a foundation for any building? Logs 125 feet long, and five of them piled one on top of the other makes fifteen feet of the structure—a sort of log cabin effect on a huge scale. On the two ends of the largest of these logs are brass plates, bearing this inscription: "This log, $3 \times 3\frac{1}{2}$ feet and 125 feet long, cut from a Washington yellow fir tree, 7 feet 8 inches in diameter and 350 feet long."

These great logs are silent but potent preachers of the West's greatness in timber wealth, for not a knot can be detected in their entire length, while the grain of the wood is shown firm and clear. Above these logs, in the first portion of the structure, rises a graceful and instructive edifice, showing the heavy timbers and their uses as well as the finishing materials. Four towers ornament the building, one of

which is 100 feet high, and the other three are sixty-five feet high, each. The ground plan of the building is in the form of a modified Greek cross, and is arranged so as to give about 30,000 square feet of floor space.

Very little of this interior space is devoted to entertainment or reception purposes. Three small rooms, one for the ladies, one for the gentlemen and a center room fitted up with newspaper files, where can be found 200 Washington newspapers, are all the space devoted to reception or entertainment purposes. The balance of the big building is given up to a complete exhibit of the State's resources. All the exhibits in the various Washington booths already referred to are duplicated here, and, besides, there are many other showings of an interesting nature. For example, let us enter at the north wing. Here we find one entire section of the building filled with Washington exhibits not displayed elsewhere.

The art gallery contains one handsome frontispiece, a portrait of George Washington. Then on all sides are seen most beautiful reproductions of Washington's fruits, flowers, birds, animals and natural scenery. These are done in oil and water colors, and are receiving many compliments from artists of recognized merit.

Next in this portion of the building is the educational exhibit, and here is a wonder-provoking section, for not a few visitors have paused and expressed their great surprise that away out in Washington they should maintain a system of schools that equals those of the older communities of the East. Pictures of buildings, samples of all kinds of school work, modeling in clay, pictures of pupils in physical-culture exercises, displays of convincing statistics, all show a most vigorous and healthy condition of the public schools. In the further end of this wing is found a tastefully arranged room, filled with articles showing the home refinement of the State. This is the corner devoted to the ladies' department. Around the tops of the pretty white enamel and gold cases is a row of a native wood panels, painted by

lady artists in Spokane Falls and other parts of the State.

From these evidences of culture you step into the realm of material wealth. Here are seen great profusion of grains, grasses, fruits, vegetables, logs, hay, tobaccos, and so on, all shown in every stage of growth and preparation. Two displays here are world-beaters. One of them is a pyramid of 101 bushel-sacks of wheat grown on a single acre, and the other is a similar pyramid of 157 bushels of oats grown on a single acre. In the case of the wheat it is not claimed to be anything like an average. It is a phenomenal yield. It was grown in 1890, and harvested in the presence of many men who make affidavits to the yield, etc. It is a variety known as Northutt Giant.

The big yield of oats is not so unusual. It was taken from the rich lands near La Conver, Skagit county, where many thousands of acres of the richest river-washed soil have been diked in and reclaimed from the sea.

In front of these two pyramids is the novelty of the entire display. It is a model miniature farm, designed to show the methods of farming in the famous Palouse grain section of the State. Everything on the little farm is complete. There are farm houses, barns, wagons, horses, cows, and a full crew of harvest hands at work, one set in a timothy meadow, cutting, raking and stacking the hay, another set in an oatfield, harvesting a heavy yield of oats, and the greatest crew in a wheat-field, operating the headers, threshers, and other machines, showing how the wheat is cut, threshed and carried to market on the same day. All the machines used, though very small, are perfect. One field is in summer fallow and is being plowed by teams of four horses hitched to gang plows. In short, the little farm is perfectly typical and is complete in every detail.

The display of all kinds of fruits in the fresh and preserved states are also very attractive, and show what a variety of farming occupations are open to settlers in Washington. These exhibits

are in the main hall and in the north wing and corridors. In the south wing are shown the products of the Washington forests and mines. Great piles of gold, silver, lead and iron ores, fine samples of coal, coke and building-stones, and specimens of all kinds of trees and plants, show an abundance of such resources sufficient to make, in themselves, a rich commonwealth. There is one big block of coal here shown that beats the world's record. It weighs twenty-five tons, and is the largest single block of coal ever taken from any mine in the world. It comes from the Roslyn mine in Kittitass county.

Two other special exhibits are attractive in this wing of the building. One is the largest single piece of wood turning in the world. It is a red cedar vase, six feet high and four feet across the top. It was turned by J. L. Nygren, in the mill of the Tacoma Lumber and Manufacturing Company. The other is a piece of carving, representing the seal of the State of Washington and typical industrial scenes, all carved most beautifully in native woods. This work was done by F. A. Palmer, in the mill of Wheeler, Osgood & Co., at Tacoma. A complete collection of the flora of the State occupies the sides of this wing, made by Louis F. Henderson.

Another important exhibit in this building is the collection of fish and animals, showing a great abundance of game birds and animals, as well as a great supply of the best kind of food fish. One central figure is the skeleton of an extinct mammoth, thirteen feet high, which was found near Spokane Falls, and is now the property of the Chicago Academy of Sciences. Flanking this skeleton, on either side, are groups of nicely mounted deer, bear and elk, while all around the building are seen large elk and deer heads, and flying from the roof trees are specimens of native swan, sea gulls, hawks and albatross. The great bald-headed eagle, emblematic bird of America, is seen perched upon several prominent places, reminding visitors that both

he and the element of liberty he represents find sound abiding-places in the picturesque regions of the great Northwest.

One feature of the building is the manner in which the large panelings of the interior walls are decorated with fine paintings of Washington scenery.

By making such a complete display in the State building, Washington is able to convince every visitor, beyond all question or doubt, that she has within her borders all the elements of refined citizenship, of industrial and agricultural and natural greatness, and a future that is bound to bring her recognition as one of the foremost States of this or any other country.

No one can visit the World's Fair Home of Washington, the "Evergreen State," without a desire to visit and become a part of the citizenship that is laying the foundation of and helping to build up this wonderful commonwealth.

With the story of this wonderful display of the resources of this great State, at this most wonderful of all the world's congresses of wealth and magnificence, we close, and in the very midst of that display itself, with the largest banner, starred and striped, that kisses the breezes of our American sky over our head, we close our record of the magnificent EVERGREEN STATE.



BIOGRAPHICAL SKETCHES.

JUDGE JOHN J. MCGILVRA, the oldest member of the legal profession in Seattle, Washington, both in years and practice, is recognized as the father of the Seattle bar. Being thus prominently connected with the city and surrounding country, he is eminently deserving of honorable mention in this volume, and it is with pleasure we present the following sketch of his life.

The ancestors of Judge McGilvra were of the celebrated McGilvra Clan of the Highlands of Scotland. They were originally of the Clan Chattan, who suffered severely in the conquest of the Romans. The McGilvra branch then settled along the Caledonia Canal, east and south of Inverness, their capital and stronghold. Colonel McGilvra was chief of the clan at the battle of Culloden, and led the McGilvras and Macintoshes in that terrible fight, he himself falling in the front, and only three officers of the combined clans led by him escaping with their lives. Major John Mohr McGilvra, a stalwart Highlander more than six feet in height, in leading his command against the English, himself cut through the English lines and attacked the reserves sent to its support, and not until he had slain a dozen of the enemy was he laid low. The great-grandfather of our subject emigrated to the United States prior to the Revolutionary War, and settled in New York State. John and Margaret (Grant) McGilvra, natives of New York, settled after their marriage, in Livingston county, where their son, John J. McGilvra, was born July 11, 1827. He was reared on the farm and attended the schools of that county until 1844, when he removed with his parents to Illinois, where he taught school for several winters, and in the summer attended the Seminary at Elgin.

Judge McGilvra commenced the study of law in 1850, under the direction of Edward Gifford, a graduate of Yale College and the Cambridge Law School. He finished his studies in Chicago, under Ebenezer Peck, subsequently one of the Judges of the Court of Claims, and was ad-

mitted to the bar in 1853. He at once entered into practice, which was continued with gratifying success. He did not engage in politics except to show his colors in private conversation and at the polls; but, having known President Lincoln for a number of years, he was appointed by him in 1861 as the United States Attorney for the Territory of Washington. He arrived with his family in Olympia in June, 1861. The Territory then embraced the three northern counties of Idaho, and contained a population of less than 12,000. He traveled over the Territory twice a year, attending courts, in many instances prosecuting for the Territory, and looking after such civil business as came in his way, as well as conducting the business of the United States, which kept him busily occupied. Having an extensive practice and becoming weary of so much travel, he removed to Seattle in 1864, and declined a re-appointment, although he was not relieved until the following year. Since then he has practiced his profession in King and adjoining counties until about 1890, when he withdrew from the firm of McGilvra, Blain & DeVries, and retired from practice.

He served one term in the Territorial Legislature of 1866-'67, and during the session procured an appropriation of \$2,500 for a wagon road across the Cascade Mountains, through the Snoqualmie Pass. This amount was supplemented by an appropriation of like amount from King county, and by later appropriations and contributions the road was kept open, and for many years was the only means of communication across the Cascade Mountains north of the Columbia river.

In 1873, immediately after the location of the Northern Pacific terminus at Tacoma, Judge McGilvra, with others, proceeded to organize the Seattle & Walla Walla Railroad Company. The Judge drew the articles of incorporation and all the papers and documents connected with that enterprise, and served as the attorney of the incorporation some two years without compensation. The process of grading was



John D. Philara

started was started May 1, 1873, with a picnic party, in which nearly every man, woman and child joined, and one-half mile of road was graded at the head of the bay on that occasion. The enthusiasm was intense and every citizen that could afford it contributed either in money or land to the enterprise, taking in return the stock of the company, paid up and unassessable. They also issued assessable stock, to which the citizens subscribed very liberally. As a result, the people of Seattle, entirely unaided by capital from abroad, constructed and put into operation twenty-one miles of road from Seattle to New Castle coal mines. Subsequently they carried another branch of road up Cedar river to the Cedar River, Black Diamond and Franklin coal mines. That enterprise, which was undertaken at a critical time in the history of Seattle, had the effect to stay the confidence of the citizens, and assisted materially in building up the town in spite of all opposition, and the unjust discrimination against it by the Northern Pacific Railroad Company. In 1876, the Northern Pacific abandoned its northern line, known as the Skagit branch, and located its road south of Mount Rainier, through what was known as Packwood or Cowlitz Pass. They had almost the entire territory covered by the withdrawal of the odd sections of public land in their favor, and, corporation-like, still refused to submit to a restoration to settlement the lands on the abandoned Skagit Pass route. The evil was so great that it became the subject of public agitation. Funds were raised and Judge McGilvra was sent to Washington, where he passed two winters in an effort to procure a restoration of those lands to the public domain in the interests of settlers. The Judge was offered every possible facility for doing effective work before Congress. He was given the privilege of the floor of the House by the Speaker, and, through the courtesy of Senator Mitchell, he had practically the same privilege on the floor of the Senate. He appeared before each committee of the Senate and House to which the various bills introduced upon this subject were referred, and made oral arguments and submitted printed briefs, and finally succeeded in restoring to settlement those lands, amounting to upward of 5,000,000 acres. Judge Jacobs, then delegate from Washington, cheerfully and ably assisted in this good work.

While he was City Attorney of the city of Seattle, in 1876 and '77, the east half of the

Maynard donation claim, embracing 320 acres now in the heart of the city, was declared to be vacant public land by the Commissioner of the General Land Office. The city of Seattle applied to enter these lands under the town-site laws. As City Attorney, Judge McGilvra made the application and argued the case before the Register and Receiver of the Land Office at Olympia. There were several contestants who had filed homestead and pre-emption claims on the same lands. Obtaining a favorable decision from the Land Office, the case was appealed to the Commissioner of the General Land Office, who affirmed the decision of the local land office. Subsequently, and after the expiration of Judge McGilvra's term of office, the case was complicated by the intervention of other parties claiming the right to locate the land with Valentine scrip. The result was that the city finally lost the case through the inattention or incompetency of the attorney who represented the case. Judge McGilvra was the first resident attorney who settled in Seattle, and for many years was on one side of nearly every case on the docket.

In 1864, the Judge purchased 420 acres of land bordering Lake Washington. He then constructed the Lake Washington wagon road, now known as Madison street, at a personal expense of \$1,500, and from that time on has continued to improve his property. He was one of the first contributors to the Madison street cable road, which he subsidized by giving twenty-one acres of property on Lake Washington for park and terminal facilities.

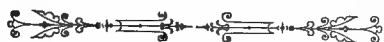
Judge McGilvra was married in Chicago, in 1855, to Miss Elizabeth M. Hills, a native of Oneida county, New York. They have three children living: Carrie E., now the wife of Judge Thomas Burke; Oliver C.; and Lillian.

Judge McGilvra's career has been one of uniform success, and in his extensive business he has always found it advisable to have one or more partners, several of whom have risen to positions of distinction in their profession. Among them we mention James McNaught, the present attorney for the Northern Pacific Railroad Company; and Judge Thomas Burke, attorney for the Western Division of the Great Northern Railroad Company, who is an established authority on corporation law.

While the Judge has retired from active practice, he still retains his office and takes an active interest in the discussion of all questions pertaining to the city's and State's improve-

ment. The last question of importance to which the Judge has given considerable attention, and has debated through the press and otherwise, is that of what is called the Park and Boulevard system of Seattle, about which there seems to be a sort of a craze at the present time. The system projected is estimated to cost some \$10,000,000, covering an area of 100 square miles, with forty-five miles of boulevard from 150 to 250 feet wide, with about 150 miles of roadway altogether. In opposing this wild scheme, the Judge gives his reasons, which are: that the vast sum proposed to be expended in such a scheme could be better and more profitably spent in building up business and commerce; that Seattle is not suffering for the want of parks, the whole surrounding region, including the beautiful lakes, being of itself a grand system of parks. He further takes the position that the scheme originated principally with the real-estate men, and is intended more to boom real estate than for any other purpose, and that real estate has already been boomed beyond its present value.

For several years past, Judge McGilvra has spent much of his time traveling with his family, and has visited nearly all portions of the Pacific coast, from Alaska to the city of Mexico, also many portions of the interior and Atlantic coast as far south as Florida. Last year, they went to Europe, visiting England and Scotland, and then made a trip on the continent, through France, Switzerland, Austria, Germany and Belgium. This last trip was quite fully described in a series of letters, written by the Judge during his journey, and published in the Seattle papers. All of these letters were of great interest to and fully appreciated by the many personal friends and fellow citizens of the Judge.



LOREN B. HASTINGS was one of the most prominent pioneers of Washington and one of Port Townsend's earliest and most highly honored citizens. He was a native of St. Johnsbury, Vermont, and his parents were of honored New England stock. In early life he learned the process of manufacturing woolen goods, and in 1838 started upon his journey westward. His first stop was in Hancock county, Illinois, where he followed his vocation for a time.

While there he was united in marriage with Lucinda Bingham, who was born in Littleton, New Hampshire, but removed to Hancock county, Illinois, with her parents when ten years of age. Being generously endowed with courage, perseverance and endurance, attributes necessary to the successful pioneer, in 1847 Mr. Hastings gathered together his worldly possessions, and, with his wife and one son, and a comfortable pioneer's outfit, set forth upon that long and wearisome journey across the plains, bound for the Pacific coast. Suffering the vicissitudes of slow and toilsome travel, he duly arrived at the spot in Oregon where the city of Portland now stands, which then consisted chiefly of the cabin of F. W. Pettygrove. He bought a lot on the original town site, and put up a log cabin. His first work was to supply the troops on the way to the Cayuse war.

During the mining excitement of 1848-'49 he went to Stanislaus county, California, and engaged in mining, and also conducted a trading post, in which enterprise he made about \$10,000 in six months' time. This money he invested, in Portland, in the mercantile business with Dr. D. S. Baker. The locality proved unhealthful, and, in the fall of 1851, accompanied by Mr. Pettygrove, he came to Olympia; thence, with an Indian canoe, they worked their way down the sound, looking for a place of settlement. Arriving at Port Townsend, they found A. A. Plummer and Charles Batchelor, and being pleased with the locality decided to fix their stakes.

Arranging with Messrs. Plummer and Batchelor to build a log cabin, Messrs. Hastings and Pettygrove returned to Portland, and in the spring of 1852 Mr. Hastings purchased a small schooner, and with their families the two men embarked for the sound. On arrival their claims of 640 acres to man and wife were harmoniously arranged and located, and shortly afterwards Mr. Hastings opened a small trading post on the site now occupied by the James-Hastings brick block.

Later Messrs. Pettygrove and Plummer were taken into the firm, they having previously clerked for Mr. Hastings. Subsequently the firm was dissolved, and for a time Mr. Hastings was engaged in agricultural pursuits in the valley. Following this, he engaged in general merchandising, which he successfully conducted up to 1874, when he retired from active business life, turning over the management to his

two sons, Oregon C. and Frank W. His death occurred in June, 1881, in his sixty-seventh year.

In politics Mr. Hastings was a Republican, strong and fearless in his convictions, and was frequently honored by his fellow citizens by election to responsible public positions.

He represented this county in the Legislature, and served as Justice of the Peace, Sheriff, Probate Judge, and Treasurer of Jefferson county, discharging the duties of the same with entire satisfaction to all.

He was always in the lead in progressive effort, and sustained an unblemished reputation. Perfectly temperate in his habits, conservative in his ideas, and kind and courteous to his fellow citizens, he was universally beloved and respected, and left as a heritage to his children a name of which they may be justly proud.



HON. JOSEPH A. KUHN, a resident of Port Townsend and a representative in the development of that city, was born near Gettsburg, Adams county, Pennsylvania, September 1, 1841, and was the fourth in a family of six sons born to Colonel Joseph J. and Jane (McCabe) Kuhn, natives of the same State.

Colonel Kuhn descended from Holland ancestry, who emigrated to Pennsylvania about 1650, and the two elder Kuhns were soldiers of the Revolutionary war. At the age of twenty-two Joseph was elected Colonel of State militia, and in subsequent life was elected Associate Judge of Adams county, and was completing his third term of service at the date of his death.

Joseph A. was reared upon the farm, and attended the public schools until his eighteenth year. He was then sent to Calvert College, Maryland, and remained until 1859, when he determined to strike out for self-support. In June, 1860, he arrived at Omaha, Nebraska, which city was his headquarters for the following six years, he being engaged in the arduous and adventurous business of freighting to various points in the Rocky mountains,—Denver, Salt Lake, Fort Laramie and Virginia City. In 1866, with a mule train, he crossed to Stockton, California; thence by steamer to Portland, Oregon; and then across to Olympia

and down the sound to Port Townsend, for the purpose of shipping before the mast. The vessel not being ready, Mr. Kuhn opened a small photographic gallery, and at the same time began reading law in the office of Judson & McFadden. He was admitted to the bar in 1870, and engaged in practice in the offices of his preceptors.

In 1872 Mr. McFadden was elected to Congress, and the firm then became Judson & Kuhn, which was continued until 1876; then changed to Kuhn & Burke, with Judge Thomas Burke, of Seattle, as copartner; and in 1880 the firm dissolved, and Mr. Kuhn continued alone up to 1890; then retired from active practice.

He has also been closely identified with the development of the city, and to him and Mr. Eisenbeis, who were associated, is the city indebted for the enterprise of building 1,320 feet of sea-wall between Taylor and Van Buren streets, thus adding materially to the appearance of the city, and improving the water front. He has also erected some of the finest improvements of the city, in residence and business property,—the "Chetzamoka" block being his latest investment. He was one of the incorporators of the Commercial Bank in 1890, and served two years as president. He was one of the organizers of the Merchants' Bank, and is a stockholder and director of the First National Bank. He was active in organizing the Port Townsend Southern Railroad Company, and served as president to the time of the sale of the road in 1890. He aided in organizing, and is president of the Point Hudson Foundry, Port Townsend Construction & Street Railway Company, and vice-president of the Port Townsend Gas & Fuel Company, besides owning valuable timber lands in contiguous counties of the sound.

As a Democrat he has held a high rank in his party. In 1872 he was elected to the Legislature of Washington, and by re-election has filled seven terms, serving in both houses. He served twelve years on the School Board of Port Townsend; ten years Justice of the Peace; four years Probate Judge; two terms Mayor of Port Townsend; three terms Commissioner of Emigration; and has served as Chairman of Territorial and County Democratic Committees; and from 1884 to 1892 was a member of the National Democratic Committee.

As a Mason Judge Kuhn has received the

thirty-second degree and Mystic Shrine—Scottish Rite, Southern Jurisdiction. He is Past Grand Master of the Lodge of Washington, and special duty of Supreme Council for northern counties of Washington and Alaska.



JACOB GOETZ, of Spokane, was born in Frankfurt-on-the-Main, Germany, in 1853, a son of Lorenz and Marguerite (Loefler) Goetz, also natives of that country. The father was a gardener by occupation. Jacob, our subject, came to the United States in 1868, locating first in Illinois, where he remained one year. He then spent one year in St. Louis, Missouri; one year in Vicksburg, Mississippi, engaged in raising cotton; returned to St. Louis and followed gardening and contracting for a time; in 1876 went to Oregon, and one year later began logging in Lewiston, Idaho, where he also engaged in the mercantile business, and in contract work on the Northern Pacific Railroad. In 1883 Mr. Goetz went to the Coeur d'Alene, where he was engaged in mining until 1889, and in that year came to Spokane, where he bought property at a cost of \$33,000. He erected a fine building in this city, at a cost of \$230,000, which was destroyed during the great fire of August, 1889. The next day he began business in the largest tent in the world, which cost \$20,000, and soon afterward, in June, 1890, erected his present fine block, at a cost of \$95,000. This is one of the most beautiful blocks in the State. In addition to his other business interests, our subject also owns considerable property in and around Spokane.

He was married in 1887, to Miss Louise Knuth, a native of Germany. They have one son, Harry Frankfurt, aged three years. Mr. Goetz is a charter member of the Elks, Spokane Lodge, and affiliates with the Republican party. Religiously, both he and his wife are members of the Lutheran Church.



DAVID B. FOTHERINGHAM, one of the leading citizens of Spokane, was born in Ohio, in October, 1856, a son of William and Isabella (Boyd) Fotheringham. The father was a native of Scotland, and a merchant by occupation. David B., the third in a family

of four children, was educated in the common and high schools of Pennsylvania, and completed his education at the age of seventeen years. He was then engaged in contracting and building in Erie, Pennsylvania, until 1877, followed the same occupation in Denver, Colorado, until 1883, and in that year began work at his trade in Spokane, Washington, which he still continues.

Mr. Fotheringham was elected City Alderman in 1888, the Mayor of Spokane in 1881. He filled the latter office with ability until 1892, when he voluntarily retired from politics. The following is an extract from a local publication and is apropos in this connection: "It is a somewhat noticeable feature in connection with the municipal government of this city that the reins are held by men who are still young in years. Under the new charter adopted in the spring of 1891 the citizens, with wise foresight, elevated to office men who had no antiquated ideas to unlearn, but who were both wide-awake and capable, and at the same time personally interested by virtue of their various business connections in the progress of welfare of the city. The present Mayor of Spokane, David B. Fotheringham, is eminently qualified to occupy the highest office within the gift of the people. His capable direction of municipal affairs has clearly proven his executive ability, and it is evident to all that he is the right man in the right place. As a citizen, Mr. Fotheringham has shown during his many years of residence here that he did not make any error in his judgment of what the future Spokane would be when he selected this city as his permanent home. Coming here when it was but a village, he has shared with others in the labor of making the place what it appears to-day,—the leading commercial center in this great inland empire.

By dint of energy, strict attention to business, coupled with an experience born of practical application, he has prospered with the growth of Spokane, meeting with marked financial success in his business life, and wearing now with becoming dignity the highest municipal honors which his fellow-citizens have to confer upon him.

"During his thirty-five years Mr. Fotheringham has seen considerable more of the world than falls to the lot of many men of even mature age, and his training has been of the most practical nature. As an executive officer he is conservative in his ideas, though truly progressive

in character, every movement which he believes, after thorough investigation, to be for the public good, meeting with his hearty approval and cordial support. That he is ever watchful of the city's best interests has been evinced by the manly and determined stand which he has taken upon occasions when he deemed it necessary to exercise his official prerogative, and the citizens of Spokane could not have selected a more careful or conscientious guardian of their rights and privileges."

As a public official Mr. Fotheringham is always affable, gentlemanly, and approachable. His long residence here has made him hosts of friends, every one of whom wishes for him even greater advancement and higher honors than those which he has already achieved. While ever a busy man, Mr. Fotheringham does not permit the duties and cares of municipal life to monopolize his undivided attention, but within the charmed circle of home and amid the social life of the city, he finds that relaxation and enjoyment which comes from such refined sources.

He was married in 1882, to Miss Mary Jennings, a native of Raton, New Mexico. They have three children: William Henry, age nine years; David Dalton, five years; and Benjamin Harrison, three years. Mr. Fotheringham has a beautiful residence on the corner of Hemlock and Second avenue. Socially, he is a member of the Knights of Pythias.



DR. J. P. SWEENEY, President of the Board of Aldermen of Seattle, and a medical practitioner of the city, was born in Lincoln, Rhode Island, April 12, 1857.

Thomas F. and Mary (Gillan) Sweeney, his parents, were born in Ireland, but were married in Boston, Massachusetts, where Mr. Sweeney was successfully engaged as a bookseller and publisher. He was a prominent speaker and extensive writer, being a frequent contributor to journals and magazines on topics of historical and local interest. Mr. Sweeney removed to Rhode Island, on account of the health of his family, and there his son, the subject of our sketch, was born. The father died in 1861, leaving the care of a large family to his widow.

Dr. Sweeney attended the public schools of Central Falls from the time he was four until he

was twelve years old, after which for four years he was successively employed in a linen factory, grocery store, and in the moulding room of an iron and brass foundry. Then he spent one year in school at Lawrence, Massachusetts. Appreciating the advantages of an education by this time, he worked hard and accomplished about two years' work in one. Returning to Central Falls and finding no congenial occupation, he began shoveling coal, and in this way earned sufficient means to start him upon his journey westward. Arriving at Cincinnati, he applied for work in various departments, without success. Not discouraged, however, he went out into the country and worked on a farm for a dollar a day and his board, thus saving enough money to pay his passage on the steamer Robert Mitchell to New Orleans, where he arrived in August, 1876. The following three years of his life were passed in traveling through Texas and into the interior of Mexico. He traveled over 5,000 miles in the land of Montezuma, and spent his leisure in learning the Spanish language, in which he became very proficient. He found ready employment in teaching the English tongue at the Polytechnic College, San Luis Potosi. His experiences were varied and often fraught with danger. At last, tiring of the unsettled and undeveloped condition of the country, he returned to Central Falls to visit his home and friends.

It was at this time that he began the study of medicine, under the preceptorship of Dr. James E. Tobey. Then he attended the College of Physicians and Surgeons, of New York city, where he graduated May 16, 1882. Upon the completion of his college course, he entered into the practice of his profession at Central Falls. However, being unable to overcome the impressions of western push and enterprise, and being desirous of returning to that land of greater opportunity, Dr. Sweeney secured the appointment of physician to the Cœur d'Alene Indian Reservation, a part of the Colville agency, and in February, 1885, departed for that field of labor. He was the first physician ever sent to that tribe, which he found in a sickly and miserable condition. After two and a half years of service, he overcame many of the diseases of the tribe, being then removed to Fort Spokane, the headquarters of the Colville agency. He remained at the headquarters until the office was changed to the interior, when he resigned. Visiting Seattle at this time, and being delighted

with its future prospects, he immediately settled there, and soon established himself in a lucrative practice.

Upon his arrival in Seattle, Dr. Sweeney identified himself with the Democratic politics of the city, and in 1868 was a delegate to the county convention. He then continued an active supporter of his party principles, and in the spring of 1891, by a petition signed by fifty electors, was nominated to fill a vacancy "at large" upon the Board of Aldermen, and at a succeeding special election was duly elected to fill the vacancy in the Eighth ward, being the only Democratic member and the first Democrat elected at large. In the spring of 1892 he was re-elected for a term of four years, with the highest straight vote. By the Board of Aldermen he was honored by being elected president of that body, the duties of which he ably and enthusiastically performs. He is now the acting Mayor of Seattle.

Dr. Sweeney was married at Gardiner, Maine, in 1883, to Miss Lizzie Rafter, of that city. They have two children, Mary Christina and Josephine De Smet.

The Doctor continues a general practice in medicine and surgery, and through his several investments in real estate is the possessor of valuable city and acre property. He is a member of Rhode Island Medical Society, Kings County Medical Society, and Washington State Medical Society.



ARTHUR T. WESTON, a highly esteemed citizen of Clarke county, belongs to that army of fruit-growers that have developed one of the largest and most important industries in the world. It is therefore fitting that a brief outline of his career be inserted in this volume. He was born in Saratoga county, New York, February 11, 1836, a son of Oliver and Ann (Sherman) Weston, who were descended from old and influential families of the Empire State. Both father and mother are deceased, the former having passed away in 1845, and the latter in 1886. When a lad of thirteen years Arthur T. went to Massachusetts, and there resided until he had attained his majority. In 1857 he joined the train of western emigrants, and did not stop on his journey until he had reached Columbia county,

Wisconsin, where for many years he was connected, in one capacity or another, with the railroad company; he removed later to Juneau county and there established a thriving mercantile business. His next place of abode was Clay county, Dakota, and there he remained five years, coming at the end of that time to Washington. He located in Vancouver in 1877, and now owns four and a half acres of land set to fruits of various kinds. He markets the green fruits in the city of Portland, but makes a specialty of drying the entire prune crop.

Mr. Weston affiliates with no secret societies, and takes no active interest in the political questions of the day; his views, however, are strictly in accord with the principles of the Republican party.

His marriage to Miss Sarah L. Smith, a native of Massachusetts, was solemnized September 11, 1859; they are the parents of three children: Frederick S., Frank A. and Charles H.



ROBERT H. McHARGUE, County Commissioner and one of the substantial farmers of Columbia county, was born in Linn county, Oregon, December 24, 1854, and reared in his native State, a son of James and Sarah (Montgomery) McHargue. His father, an Oregon pioneer of 1847, crossed the plains that year and took up a donation claim in Linn county, where he has since resided.

Mr. McHargue, of this sketch, is the sixth in order of birth of the eleven children in the above family. After he attained his majority of years he engaged in stock-raising, in company with his father, on a farm in Whitman county, that State. After the expiration of about nine years he moved to Columbia county, Washington, in 1883, and he now resides some eight miles northwest of the city of Dayton. His farm consists of 320 acres, nearly all of which is devoted to grain-growing. On the premises are a nice little orchard, a large barn, suitable sheds, etc. The entire farm has the appearance of thrift and comfort.

With reference to the great political questions of the day Mr. McHargue takes Democratic views most decidedly, and his sympathies are for the principles of "Old Hickory" Jackson. He was elected County Commissioner in

the autumn of 1892, and he is at present also a member of the School Board of District No 36.

July 19, 1882, is the date of Mr. McIlargue's marriage to Miss Nannie E. Wright, a daughter of Edward Wright, of Oregon, and they have had four children, namely: Myrtle, Hazel, Nina and Mamie.

The subject of the foregoing brief sketch is numbered among the representative and progressive citizens of the county, and he enjoys the esteem of the entire community.



J T. RONALD, Mayor of Seattle, was born in Caledonia, Washington county, Missouri, April 8 1855.

His father, Onslow G. Ronald, was a native of Virginia, and his great-grandfather, Andrew Ronald, was one of two sons of Lord Ronald, of Scotland. After the death of Lord Ronald, Andrew, in 1755, at the age of twelve years, was brought to the Virginia colony. He grew up to be a distinguished lawyer, and was counsellor for the Crown in Virginia prior to the Revolutionary war. In boyhood Onslow G. Ronald removed with his parents to Madison county, Missouri, and was there reared and educated, and married to Miss Amanda Carson, a native of Virginia. They subsequently settled in Washington county, where Mr. Ronald followed agricultural pursuits.

J. T. Ronald was reared upon the farm, and when not engaged in farming duties improved his time securing knowledge at the public school and seminary of his native town. In 1873 he entered the State Normal School at Kirkville, where, being advanced in his studies, he completed the three years' course in two years, graduating in June, 1875. He at once started for the Pacific coast, and landed at Sacramento on July 26, with his financial capital reduced to ten cents. He secured the position of teacher of a small school in the valley; but, on account of his inexperience, was considered incapable, and after one term was retired. He then went to Plumas county and began teaching the Snake Lake Valley school, was soon promoted to the Greenville school, and after one year was elected principal, which position he held three years. July 4, 1876, he borrowed a copy of Blackstone of Judge E. T. Hogan, of Quincy, California, and earnestly began the

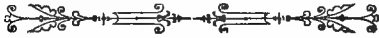
study of law, improving every leisure moment before and after school and studying well into the night. Continuing his teaching and the study of law until 1880, he was then called to take charge as principal of the Lincoln Grammar School, at Lincoln, Placer county, and there remained for two years, when he was admitted to the bar in the Superior Court of Placer county, May 27, 1882.

While pursuing his studies, Mr. Ronald had been investigating the several points of the Pacific coast as to a place of settlement, and finally decided upon Seattle. He packed up his household effects and removed to this city, arriving July 26, 1882, with his wife and child and \$400 in cash, deciding to "make or break" with the development of this city. The population then numbered 4,600 and included fifty-three lawyers. With no experience whatever, Mr. Ronald opened an office. His finances were exhausted before securing a case, and he resorted to the sale of real estate to support his family. In August, 1883, he was appointed Deputy Prosecuting Attorney, with no salary attached thereto. Feeling, however, that this opportunity would develop his career, he applied himself to a careful understanding of the criminal code and then began a vigorous prosecution of the gamblers and "hobos" who had been running riot through the city, and by his successful prosecution he built up a name and reputation. In the fall of 1884 he was the nominee of the Democratic party for the office of Prosecuting Attorney for the district of King, Kitsap and Snohomish counties, and was elected with a majority of 1,153 votes, in a district formerly 1,200 Republican majority. In 1886 he was re-elected with a majority of 1,793, filling the position up to March 4, 1889, when he retired from office, having discharged his duties with honor and distinction. In 1886 he took in as partner S. H. Piles, Esq., a native of Kentucky, and the firm has conducted a general practice in all the courts of the State. Their practice has been very extensive in both civil and criminal law in King and adjoining counties. After studiously declining public office, Mr. Ronald listened to the solicitation of his Democratic friends in the spring of 1892 and was nominated Mayor of Seattle, to which office he was subsequently elected by a very flattering majority. He has been largely interested in the development of resident property, having platted the Electric Motor Line Addition to

Seattle. He is also the owner of 800 acres of valuable farm and timber land in King and adjoining counties, besides some valuable city property in Seattle.

Mr. Ronald was married in Stockton, California, February 26, 1877, to one of his college mates, and he and his wife are the parents of three children, Norma, Eva and Mabel.

Socially, he affiliates with the I. O. O. F.



WILLIAM O. BENNETT is a member of the firm of Rice & Bennett, Attorneys and Counselors at Law, Centralia, Washington. They practice in all the courts of the State, negotiate loans and make collections, and represent some of the leading insurance companies of the United States. The individual members of the firm are A. E. Rice and William O. Bennett. Mr. Rice is a well-known member of the bar of Lewis county, and is the present Prosecuting Attorney, having been elected to the office in 1892. The firm is accounted the strongest in the southern part of the State. Mr. Bennett is a native of the State of New Hampshire, born in Hillsborough county, September 3, 1840. The younger of two children of humble parents, his boyhood and youth were not the brightest; his father died when he was a mere child, and through force of the circumstances in which his mother was left, it became necessary for her to entrust him to the care of others, temporarily, until he was received into the home of Joshua Martin, where he lived until a youth of fourteen years. He attended the common schools for a brief period, and although his opportunities were limited, he laid the foundation for an education that has been acquired in later years through his own efforts, experience being his faithful, though often severe teacher. He left the scenes of his childhood at the tender age of fourteen years, and made his way to Minnesota, where he was employed on a farm for two years; he then took up the carpenter's trade, which he followed without interruption until 1868. At this time he took charge of the St. Charles elevators, and held the position four years, resigning to take up the duties of City Recorder, to which office he had been elected in 1872, and re-elected in 1873, without opposition. In 1878, he became traveling salesman for Wal-

ter A. Wood, manufacturer of agricultural implements, and remained in his employ for many years.

Having a natural taste for law as a profession, Mr. Bennett took up the study as early as 1872, but did not seek admission to the bar until he had taken up his residence in this State. He located in Lewis county, in 1885, and for several years has been Notary Public. He is an ardent Democrat and has been of great service to his party as an organizer, and is one of its able and sterling leaders. In 1889, he was the Democratic nominee for the Legislature, and was on the ticket again the following year, and, although he ran ahead of his party ticket, the Republican majority of 400 was not overcome, and he was lacking eighty-one votes of election.

Mr. Bennett is a member of the Masonic order and is a high official of that fraternity.

While a resident of Illinois, September 8, 1863, he was united in marriage, to Mary L. Ives, a daughter of Henry T. Ives, a pioneer of Illinois, having located here in 1836. Mr. and Mrs. Bennett are the parents of six children: Mary L., wife of C. J. Williams; Bertha M., wife of M. R. Ross, a merchant of Centralia; Nellie A., wife of G. M. Butterworth, in business at Seattle; Frederick; Frances H.; and one that died in infancy.



WILLIAM L. RUSSELL, one of the bright young business men and excellent farmers of Walla Walla county, Washington, is a native of this State. He is a son of Charles and Annie (Sheets) Russell, and was born May 19, 1864. The father of our subject, Charles Russell, was one of the first settlers in the Walla Walla valley. The missionaries were here before him, as were the employes of the Hudson's Bay Company, mostly Canadians. Prior to the war of 1855-'56, the Americans had attempted a settlement here and had been driven away by the Indians. When the soldiers came to conquer the Indians, Mr. Russell came with them as wagon-master and lived here continuously until his death, August 7, 1891.

Charles Russell was a native of Boston, Massachusetts, born September 18, 1828. His father was a physician and would doubtless have been pleased if his son had decided to adopt his

profession, but as a boy he had been adventurous and desired to see other countries, and at the early age of ten years left home and adopted the sea as his profession. In 1846 he enlisted in the United States marine service and sailed on the sloop-of-war, the *Dale*, for the Pacific coast. He participated in the war that gave California to the United States, and finally was discharged from service in New York, in 1850. He then came again to California, by the Isthmus route, where he soon found employment in the United States Quartermaster's department, and was so connected until 1855, under General Allen. In 1855, Lieutenant Robert Williamson commanded a party, consisting of Lieutenants George Crook, Horatio Gibson, Phil. Sheridan, and Lieutenant Abbott, which visited Oregon for the purpose of finding a railroad route through the Cascade range of mountains, and Mr. Russell accompanied them, in charge of the pack train. In November of that year the party disorganized at the Dalles, and Mr. Russell took charge of the transportation in the Yakima expedition, under Major Raines, after the Indians. Later he came to Walla Walla, in charge of the transportation under Colonel Steptoe, where he arrived in August, 1856. From that time until 1859 he was in charge of transportation for the Government under the quartermaster in this department. Here Mr. Russell had from fifty to 120 men in his employ all of the time. Under his supervision all of the war parties were fitted out, including that of the ill-fated Steptoe reconnaissance, and also for the historic raid of Col. Wright.

Farming was introduced by Mr. Russell in the spring of 1858. The first crop raised in the State was by him on his present farm. Said crop was one of oats, and he sold the product to the Government at \$5 per cental. The crop was threshed out by the old rudimentary process, horses being used to tread it. The following season he brought to Walla Walla the first thresher ever introduced into the Territory and present State of Washington. The machine was transported by wagon road over the Cascade mountains, and the freight charges alone amounted to \$1,400. In fact, Dr. Whitman had tilled the bottom land around his mission years before, and the Canadians had raised little patches of grain and herbs, but no extensive cultivation of the land took place until the work was inaugurated by Mr. Russell.

During his whole career Mr. Russell was an active man and his life is a part of the public history of Walla Walla county. The farm where he lived and died consists of 720 acres, lying along the creek which bears his name, and there is no finer locality between the two great ranges of mountains. The farm is all fenced and the most of it is cultivated, and with it is connected an orchard sufficient for household purposes. The farmstead is situated three miles from the city of Walla Walla, the soil being black loam and very productive. As an instance, in 1881 Mr. Russell raised 9,500 bushels of oats, 5,000 bushels of wheat, 1,000 bushels of barley, and 500 tons of hay upon the farm.

The marriage of Charles Russell took place November 21, 1860, when he wedded Miss Annie Sheets, daughter of John Sheets, of Walla Walla, and the names of their children are as follows: Charles, born September 12, 1861; Mary, born January 2, 1863, died March 12, 1863; William, born May 20, 1864; Harry, born June 8, 1866; Lavenia, born August 26, 1868; and Nellie, born December 31, 1872.

Our subject was reared on the farm, attended the common schools when a boy, but later the military academy at Oakland, California, spending eighteen months there. Following this training, he entered the St. Augustine Academy at Benicia, California, from which he graduated with honors in 1883, receiving the silver medal for first honors in the graduating class. His instruction next was received in the Berkeley Gymnasium, at Berkley, and from there he entered the State University of California, where he took one course, and then returned to his home, having had advantages far beyond those of the average young man. Soon after this he was appointed Chief Clerk of the Quartermaster's department at St. Louis, under Captain John W. Pullman, and there he remained for two years.

Returning to his delightful home, our subject then decided to begin an agricultural life, and has since remained on the farm. With his two brothers, mother and sister our subject now lives on one of the farms, consisting of 440 acres, three miles from Walla Walla. Here the young men carry on an extensive farming business and are engaged in the raising of fine horses. They have the Hambletonian and Bellefontaine stock, and own some excellent animals. One, Metropolitan, bought of J. B. Haggin of San Francisco, California, is valued

at \$5,000. One of the young horses, "Nellie Russell," made a record of 2:29½ at the fair at Spokane Falls, October 21, 1892. Several others are very promising, but have not been put on the track.

Our subject was married, May 23, 1892, to Miss Minnie Sturm, an accomplished young lady of Walla Walla, where she was born and reared. She is the daughter of Christian and Mary Sturm, the former a native of Germany and the latter of Illinois, now residents of Walla Walla and extensive farmers.



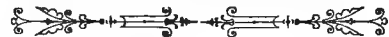
HIRAM PARDOE TUTTLE, M. D., prominently identified with the medical profession in Tacoma, Washington, was born in Keokuk, Iowa, December 9, 1844. His father, Daniel Tuttle, who is now a respected resident of Watsonville, California, emigrated to the West in 1852, coming across the plains by ox team to the Golden State, and enduring all the hardships incidental to that journey. He was accompanied by his family, and they settled temporarily at Shasta, California, whence they removed three months later to a permanent settlement at what is known as the Twenty-one Mile House, on the Sacramento river, where they remained five years. In 1857 they removed to Watsonville, where the father still resides, enjoying, as the reward of his perseverance and industry, a comfortable income in his declining years.

The subject of this sketch was eight years of age when he experienced the hardships of a western journey, and may almost be said to be a son of the Golden State, where so many of his early years were passed. In 1860, at the age of sixteen, he entered the University of the Pacific at Santa Clara, at which institution he graduated in 1865. He immediately afterward entered the Toland Medical College, which is now the medical department of the University of California, at which he received his degree of Doctor of Medicine and Surgery in 1868, carrying off the much coveted gold medal. The Doctor at once commenced his practice at Monterey, California, which now flourishing city was then in its infancy, although possessing that progressive spirit which has since made its name known and respected abroad. Here, the Doctor continued his labors until the spring

of 1889, during which time he was local surgeon for the Southern Pacific Railroad. The development of that vicinity, however, was slow at first, too much so to suit the ambitious spirit of Dr. Tuttle, and it was then that, attracted by the phenomenal advancement of Washington, he cast his fortunes with Tacoma, where he has ever since remained, meeting with that marked success which is always the reward of conscientious and skillful work. In 1892 he was elected Health Officer for Tacoma, in which capacity he inaugurated a number of reforms and proved himself an efficient friend of the city. He is a member of the Pierce County Medical Society and of the State Medical Society, of which latter association he was elected Vice-President in 1892.

In 1866 the Doctor was married to Miss Kara A. Johnson, a lady of education and ability, who is a native of California, and they have five children, all promising young men and women.

In his various relations to society, the Doctor is ever the same intelligent, genial and upright person, binding to him by his amiable qualities those whom he attracts by his ability as a man and physician.



DANIEL CRAM.—The Farmers' Mercantile Company, of Goldendale, Klickitat county, has one of the largest and best stocked general merchandise houses in central Washington. This establishment is the outgrowth of the old mercantile house of Cumming & Cram, which was established in 1887 and continued under that firm name until 1891. The company then became a joint-stock concern, and was incorporated by the present name. The company has done a prosperous and increasing business from the start, with nearly if not all the patronage of the old firm. Their stock consists of a large and well selected stock of dry goods, groceries, etc.,—in short all that is needed in the community. The management of the business is in the hands of Mr. Cram, whose name heads this sketch, and who is a gentleman of experience and recognized business ability.

He is a native of New Hampshire, born September 7, 1842, a son of Joseph and Elvira (Burley) Cram, the father being a native of the

Old Granite State, and the mother of Vermont. Daniel, their second child (there were five children in the family) accompanied his parents to Winona county, Minnesota, in 1855, and there he was reared to manhood and completed his education. He followed farm life until 1887; but in 1870 he came to Linn county, Oregon, and two years later to Klickitat county, Washington.

In public matters he is a staunch Republican, but has never sought office; was a school director of district No. 7; and in fraternal matters he is a member of the I. O. O. F. and A. O. U. W., in the former of which he has passed the official chairs. He is now financier, and has been treasurer.

He has been married twice,—first, in La Crosse, Wisconsin, in 1863, and secondly in Washington, in January, 1882, to an estimable widow, Mrs. Ophelia Sutcliffe, *nee* Woods, a native of England. Mr. and Mrs. Cram have had in their charge an adopted daughter, Mamie.



GEORGE M. HORTON, M. D., medical practitioner of Seattle, Washington, was born in Shabbona Grove, De Kalb county, Illinois, March 17, 1865.

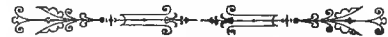
His father, Julius Horton, a native of New York, removed, when a young man, to Shabbona Grove, where he engaged in mercantile pursuits. He was married, in Shabbona, to Miss Annie E. Bigelow, of Michigan, and continued his merchandising there until 1869, when, on account of failing health, he was induced to come to Seattle, where his brother, Dexter Horton, then resided. Upon his arrival here, he purchased 160 acres of land, a part of the old donation claim of L. M. Collins, adjoining Seattle, and in the midst of the brush and timber established his home. In 1890 Mr. Horton platted and subdivided land as the town site of Georgetown, where he still resides, with health restored and in the enjoyment of every comfort.

George M. Horton attended the public schools near Georgetown, and afterward took a two years' course in the Territorial University at Seattle. He then engaged in the study of medicine, which he completed at Bellevue Hospital Medical College, New York city, graduating in 1890. Returning to Seattle, he

entered into partnership with his medical preceptor of three years, Dr. J. S. M. Smart, also a graduate of Bellevue Hospital Medical College, and with him continued until the death of Dr. Smart, in November, 1891, when Dr. Horton succeeded to the entire practice, which he has since continued. He was elected Coroner of King county by the Republican party in the fall of 1890, and was nominated to that office in the convention of 1892, and elected.

Dr. Horton was married in Portland in December, 1891, to Miss Ethel G. Benson, a native of New Brunswick.

Socially, he is a member of the F. & A. M., K. of P., I. O. O. F., Modern Woodmen of the World, and is president of the Seattle Medical and Library Association.



JOHN W. PRATT is one of the best known men in the State of Washington, among those who have never sought for or held office. He was born in Inveresk, Scotland, his father being the friend and counsellor of Kosuth, the Hungarian patriot, and of Garibaldi, and later the apparently eccentric but trusted friend of the unfortunate Napoleon III. His mother, Margaret McCosh, was a sister of Lady Mary Osborne, whose romantic attachment for the late Baron Elphinstone led to his retirement from court for some years, and formed one of the tribulations of the girl-life of the young princess, who afterward ascended a throne.

The subject of this sketch, after reading law in London, secured by inheritance a sum sufficient to enable him to indulge his taste for travel. After wandering through the less frequented parts of western Europe, he went to Africa, where he spent some time at the diamond fields of Criqualano West and the gold fields of the Transvaal. He took up an ostrich farm, but his birds were killed and dispersed by the Kaffirs during the last uprising. He entered the cavalry service as a volunteer. While thus engaged, his comrades were surrounded, and after four men had been killed in an unsuccessful effort to break through the Kaffirs concealed in the cactus bush or Bosjeland, he offered to make the attempt, and succeeded in reaching reinforcements with the news of the beleaguered camp, after a daring ride of eighty miles. For this service he was afterward appointed Brit-

ish Commissioner and Resident Magistrate. He returned to England to recruit his health, and was sent out on an expedition to Mozambique by a British commercial syndicate. The troubles with Portugal involved all concerned, and he then came to the United States. Here he has been chiefly engaged in the newspaper business, but made no effort to check his taste for wandering, until, after having visited most of the States, he reached California, where he contracted a happy marriage and settled down. Visiting Seattle immediately after the fire in 1889, he concluded to locate there, and is now well established in the practice of law. While in California he was appointed by the Governor a Trustee of the State Normal School.



SIMON P. DOMER, one of the rising young lawyers of the West, has been identified with the legal profession of Spokane since 1890, and it is fitting that some mention should be made of him in this work.

Mr. Domer was born in Noble county, Indiana, February 16, 1861. His parents, George and Lydia (Hoover) Domer, were natives of Ohio, and of their family of eight children he is the youngest. He attended the district schools of his native State, went to normal school, and later entered the State University at Bloomington, Indiana, where he took a literary course. He studied law in the university at Ann Arbor, Michigan, where he graduated in 1890, and was soon afterward admitted to practice in all the courts of the State. Previous to his graduation at Ann Arbor, he was associated with the law firm of Watson & Huggins, of Columbus, Ohio, Mr. Watson being Attorney General of the State of Ohio at that time. Before this, Mr. Domer was engaged in teaching in Kansas, serving as principal of the Belleville schools two years, and of the Burr Oak schools the same length of time.

Realizing that the opportunities for an ambitious young man were far better in the West than East, he came to Washington, arriving here in September, 1890, and at once opened an office for the general practice of law, and his career thus far has been one of success. He has been alone in practice with the exception of the time from April, 1891, to July, 1892, when he was a member of the firm of Domer & Alger.

He is a thorough student and is perfectly devoted to his profession. By his strict attention to business and by his frank and cordial intercourse with his fellow men, he has made many friends since coming to Spokane.

Mr. Domer is in politics a Republican. He is a Knight of Pythias and a member of the college fraternity Sigma Chi.



WILLIAM H. PLUMMER, a talented young lawyer who has recently identified himself with the interests of Spokane, is engaged in a general law practice under the firm name of Plummer & Thayer.

Mr. Plummer dates his birth in Westborough, Massachusetts, August 19, 1859, and is the youngest of the three children of John D. and Sarah A. Plummer. His father was a manufacturer in Massachusetts. When William H. was eight years old, the family moved to New York, and in the New York State Normal School he received his early education. He subsequently entered Cornell College, where, in due time, he completed the law course and received the degree of B. L. Then he entered the law office of Warren & Kellogg, at Cortland, the leading law firm of central New York. In 1881 he was admitted to the bar, and commenced active practice with that firm, the name being changed to Warren, Kellogg & Plummer. He continued to do a successful business in the East until 1885, when he decided upon a change of location and took up his abode in Albuquerque, New Mexico. While at Albuquerque Mr. Plummer was attorney for the Santa Fe and the Atlantic & Pacific Railroad Companies. His next move was to Whitman county, Washington, and in April, 1892, he came from there to Spokane. Here he opened an office with Mr. Hamilton, at that time City Attorney, and subsequently formed a co-partnership with W. T. Thayer. Mr. Plummer is also a member of the Idaho bar.

Politically, he affiliates with the Republican party. Since coming to Spokane he has refused the nomination for Prosecuting Attorney of the county, tendered him by the People's party; also the nomination for Supreme Judge, on the ground that he did not aspire to political office. He is one of the brightest young lawyers of the State, and while he devotes his chief attention

to the active duties of his profession, he spends his leisure moments in literary work, being a frequent contributor to various periodicals. He is specially adapted, both by education and natural ability, for his chosen profession, and is eminently fitted for the high place he occupies among the prominent lawyers of eastern Washington. During the few months he has resided in Spokane, his many estimable qualities have not only made him a prime favorite with the members of the bar, but have also gained for him hosts of friends elsewhere.

Mr. Plummer was married in New Mexico, in 1886, to Miss Agnes Hye, a native of Rhode Island, and a member of a prominent family.

He is a member of the Knights of Pythias and Independent Order of Odd Fellows.

DR. G. S. ALLISON, the oldest physician in practice in Spokane, Washington, was born in Missouri, in 1848, son of J. C. and H. N. (Jackson) Allison. His father was born in Tennessee, and his grandfather, James Allison, was a native of South Carolina. Grandfather Allison moved to eastern Missouri in 1819, being one of the first settlers of that place, and there spent the rest of his life and died. J. C. Allison was the youngest child in the family. He resided on a farm near Louisiana, Missouri, all his life, and died there in 1879. The Doctor's mother was descended from the Jacksons of Kentucky. She was left an orphan at an early age, and was reared by her grandparents. She died in 1873, leaving six children, the subject of this sketch being the second born. Both parents were members of the Cumberland Presbyterian Church.

Dr. Allison received his literary education at Abingdon, Illinois, and soon after leaving school began the study of medicine under a private instructor. He attended medical lectures at St. Louis, where he graduated in 1871. After practicing a year in Missouri, he located in central Illinois, where he was successfully engaged in his profession until 1882, when he came to Spokane Falls. During the winter of 1881-'82 he studied at Bellevue Hospital College, graduating there in the spring. At the time he located in Spokane, this city contained only about 800 people. Here he at once established himself in a good practice, and has had a successful pro-

fessional career. He built the pleasant home in which he resides, owns other valuable property here, and is thoroughly identified with the best interests of the place. He is a member of the County Medical Society. He and his wife are Presbyterians.

Dr. Allison was married in 1876 to Miss Ella E. Mariner, a native of Tennessee. They have four children: Ida, Mabel, Walter and Gladdis.

DR. BENJAMIN R. FREEMAN, a prominent physician of Spokane, Washington, was born in Hamilton, Butler county, Ohio, in 1843, oldest of the three children of William and Elizabeth (Randolph) Freeman. His parents were natives of New York. They located in Ohio about 1841.

William Freeman, the Doctor's father, was also a physician. He graduated at Geneva College and began practice at Lockport, at which place he was married. Moving to Ohio, he established himself in practice at Hamilton, where his entire professional career was one of marked success. He entered the army in the spring of 1862 as Assistant Surgeon in the Seventh Ohio Cavalry, and the following year was made Surgeon of his regiment. He served until February, 1865, when, on account of ill health, he resigned and returned home. He continued the practice of his profession in Hamilton until the time of his death, in 1875. He was a member of both the county and State medical associations. His wife had passed away in 1852. They were earnest and devoted Christians and members of the Methodist Church.

Benjamin R. was a school boy in Hamilton when the war came on, and without his parents' knowledge left school and enlisted in Company C, Thirty-ninth Indiana Infantry, under Harrison. He was in the battles of Shiloh, Perryville and Stone River, being captured at the latter place and sent to Libby prison, where he was held from January, 1863, until June of the same year. He was then exchanged and joined his regiment at Murfreesborough; was then in the battles of Chickamauga and Missionary Ridge, in all the engagements of the campaign to Atlanta, and with Sherman on his memorable march to the sea. He was one of a detail to accompany General Sherman to his review with General Johnson regarding the surrender. After

an honorable service, he was mustered out at Indianapolis, July 20, 1865. He was wounded at Shiloh.

Upon his return from the army, the subject of our sketch re-entered school, and graduated at the Hamilton High School in 1867. He then began the study of medicine in his father's office, took his lectures in the Medical College of Cincinnati, Ohio, and graduated in 1873. Having completed his course, he established himself in practice at Middletown, Ohio. In 1877 he moved to Jay county, Indiana, where he remained until 1889. That year, on account of ill health, he sought a change of climate, came West and located at Spokane, Washington. About six months later, his health having improved under the influence of this genial climate, he resumed the practice of his profession, and his career here has been one of marked success. In 1890 and '91 he served as City Health Officer. For the past two years he has been a member of the Pension Board. He is a Republican and takes a somewhat active part in political matters. He is a member of the G. A. R., and is Surgeon of the General Reno Post. He has identified himself with both the State and County Medical Societies.

Dr. Freeman was married in 1866, to Miss Margaret A. Johnson, a native of Ohio, and has three children: Clara, William and Benjamin. Mrs. Freeman is a member of the First Methodist Episcopal Church of Spokane.



JOHN R. RASMUSSEN, City Clerk of Spokane, Washington, is a native of Kilbourn City, Columbia county, Wisconsin, born January 21, 1864. His parents were both born in Norway, and his father, H. Rasmussen, has been for eight years County Clerk of Clay county, Minnesota, to which place he moved from Winona, Minnesota, in 1879, locating at Moorhead.

At Moorhead the subject of our sketch learned the trade of tinsmith and worked at that trade three years after serving his apprenticeship. His education was obtained in the public schools with one term at Lake View Academy, Sauk Center. Leaving the academy, he entered the County Clerk's office, and also served as Clerk in the office of Register of Deeds of the same county.

Mr. Rasmusson came to Spokane in the year 1889, and was employed as bookkeeper for O. D. Dahl, with whom he remained two years. He was appointed Deputy City Clerk, under C. O. Downing, and May 13, 1892, was elected City Clerk by the City Council for a term of one year. He was a candidate on the Democratic ticket in 1892 for City Treasurer, but was defeated by the Republican candidate. He takes an active interest in political matters and is also identified with various public enterprises. He is a Director in the Scandinavian Publishing Company and is Secretary of the Missonla & Last Chance Mining Company, the latter company's property being located in Idaho.

Mr. Rasmusson is a very popular man. By his own business ability and determination to succeed he has won his way to the front ranks among the many remarkably bright young men of this progressive community, and there can be no doubt as to his future success.



D. M. DRUMHELLER, a well-known and highly respected business man of Spokane, Washington, was born in Sumner county, Tennessee, son of M. S. and Eliza (Hollis) Drumheller, the former a native of Virginia and the latter of Tennessee.

Having removed to California when quite young, he was educated in the public schools of that State and in the college at Santa Rosa. In the year 1859 he located at Virginia City, Nevada, where he identified himself with express business and was also engaged in mining. From Nevada he came to Washington and located at Walla Walla, where he was interested in stock-raising until about seven years ago. He came to Spokane in 1880, since which time he has aided materially in the building up of the city from a struggling village of 250 inhabitants ten years ago to its present population. He has always had unbounded faith in the future of this city, and has never failed to substantiate it. Mr. Drumheller is a man of unusual executive and business ability and has been placed in various positions of trust and responsibility. He was a member of the Oregon State Legislature in 1866. In May of the present year (1892) he was elected Mayor of Spokane. He was one of the founders of the Traders' National Bank, of which institution he is vice-president and a member of the

board of directors; is vice-president of the Big Bend National Bank of Davenport, Washington; and is president of the Missoula Mining Company, whose properties are at Murray, Idaho.

Mr. Drumbheller was married in 1868, to Miss Susie Warren, a native of Tennessee, by whom he had three children: Jerome, born in 1869; Albert, in 1871; and Lulu H., in 1883. The mother of these children died in Spokane in 1888, and he was subsequently married to Miss Nellie Powell, a native of Oregon. They have one child, born in 1890.

Mr. Drumbheller is a prominent member of the Masonic fraternity, have taken all the higher degrees of that order. His political views are thoroughly in accord with Democratic principles. He is, indeed, one of the leading men of his community and is valued for his many sterling qualities.



H W. WHEELER, president of the Commercial National Bank of Seattle, was fittingly prepared for the position he so ably occupies by a long experience in banking and financial transactions. Following is a brief sketch of his life:

H. W. Wheeler was born in Manitowoc, Wisconsin, in October, 1850, son of Albert and Mary J. (Grisam) Wheeler, natives of Vermont and of English and Scotch descent. John Wheeler, the progenitor of the family in America, came to New England from the "Mother Country" with the Puritans, and his descendants have been connected with agriculture, commerce, and mercantile affairs. Albert Wheeler was reared as a merchant, but departed from this line of pursuit in 1847, when he removed with his family to Wisconsin and engaged in the manufacture of lumber. In 1867 he moved to Alden, Iowa, and returned to mercantile life and stock farming.

H. W. Wheeler was reared under Puritanic precepts in habits of thrift, economy, honesty and integrity. He was educated in the academy at Prairie du Sac, Wisconsin, and at the age of eighteen years entered upon his financial career as a clerk in the First National Bank at Iowa Falls, remaining in that institution about eighteen months. Deciding to come to the Pacific Coast, he arrived in November, 1869, at Santa Barbara, California. Then he spent three years

in travel along the coast, accepting such opportunities for clerking or teaching school as the country afforded, as, having only twenty-five cents in his pocket upon his arrival, personal effort was immediately necessary in providing the necessaries of life. Having arrived in Oregon in 1871, he was induced to teach a school in Whitman county, Eastern Washington, this being the first school taught in that county. At that time not a foot of land had been surveyed North of Snake river, it being considered unfit for any purpose except that of grazing.

In 1873 Mr. Wheeler settled at Eugene, Oregon, and as a clerk connected himself with the sash and door factory, operated by Abrams Bros., continuing with them about two years, after which he purchased a farm in the Willamette valley and engaged in the stock business, keeping fine graded sheep, and horses. After being thus engaged about two years, he sold out and moved to Pendleton, Oregon, where he turned his attention to mercantile pursuits. In the fall of 1879 he established the house of Wheeler Bros., of which he was the head, wholesale and retail dealers in hardware and agricultural implements, and built up an extensive business, which increased to the extent of demanding in 1884 a wholesale house in Portland, Oregon, which with numerous agencies was continued up to 1888. Mr. Wheeler practically withdrew from the management of this establishment in 1886, to organize the Oregon & Washington Territory Railroad, which, as secretary and manager, he operated up to the spring of 1888, when, having constructed and equipped fifty-five miles of road, he severed his connection with the enterprise.

He then came to Seattle to rest and recuperate, at the same time looking for profitable investment. Associating himself with a few gentlemen from North Seattle, he organized the State bank known as the Bank of North Seattle, which opened its doors for business May 1, 1889, with a capital stock of \$50,000, Mr. Wheeler becoming president of the bank. On the first day of the following October they re-incorporated as the Commercial National Bank and increased their capital stock to \$100,000. In December, 1890, they removed to the Burke Building, to be nearer the business center, and upon the completion of the New York Block they removed to their present quarters in it, in February, 1892, where they transact a general banking business, offering every possible accom-

modation to their financial patrons. Mr. Wheeler is also president of the Blaine National Bank of Blaine, Washington, with a capital stock of \$50,000, being the first and only bank of that city. He is a director of the Marine Savings Bank of Port Townsend, with a capital of \$50,000.

Mr. Wheeler was married in Pendleton, Oregon, October 13, 1880, to Miss Arminta Cole, of Marshalltown, Iowa. They have two children, Ernest and Miriam.

Mr. Wheeler takes up his financial work with the flush of enthusiasm, occasioned by his previous success in every enterprise undertaken, more particularly, however, from his fancy to a financial career, to which he has given great thought and research. He is the author of an article upon "Our Future Banking System," which was originally published in the columns of *The American Banker* and has since been issued in pamphlet form, receiving wide circulation and favorable criticism. He is also the author of a treatise on the subject of silver as money, known as "Bi-metalism an Impossibility," and a most complete paper on the financial troubles of 1893, known as "Our Present Financial Depression: its Causes and Remedies," as well as many other important papers, treating on the subject of finance, all of which have met with hearty approval by students of political economy, from whom he has received many flattering compliments.



JOHAN MANWELL, a Clarke county farmer, was born in Kosciusko county, Indiana, March 16, 1852, his parents being William and Elizabeth (Shumaker) Manwell, both natives of Ohio. The Manwells are of French ancestry, the first emigration to America antedating the Revolutionary war, in which struggles the great-grandfather of our subject participated.

Mr. Manwell, whose name heads this brief sketch, is the fifth of the eleven children of his parents. The family removed to Buchanan county, Iowa, and thirteen years afterward to Cherokee county, Kansas, and after three years there back to Iowa, where they remained until 1871, when they came to Washington. They now live some thirty-six miles northeast of the city of Vancouver. The farm consists of 160 acres, twenty-five under cultivation, and includes

a nice little orchard. Mr. Manwell devotes his farm mainly to the rearing of live stock, and to some extent to dairying. The residence is beautifully located in a valley and directly at the base and under the shadow of Tum-tum mountain.

In his political views Mr. Manwell is a Republican. He is now a member of the Board of School Directors of District No. 71.

He was married May 2, 1889, to an estimable widow, Mrs. Phoebe Tenant, *nee* Fuller, a native of the State of New York, and they have one son, John Harrison, born May 5, 1891. By her former marriage Mrs. Manwell has three children: Myrtle, Nolan and Pearl Tenant.



OSKAR HUBER, civil engineer, is one of the most popular and rising young men of Spokane. He has made a legion of friends by his jovial and amiable characteristics, while his strict attention to business, and his superior ability have won for him a most enviable reputation.

Mr. Huber was born in the canton of Saint Gall, Switzerland, in 1859, fifth in the family of J. J. and Barbara Huber, natives of that country. His father was one of the Supreme Judges of the canton of Saint Gall for thirty-one years, also served as a member of the House of Representatives, and at this writing is Mayor of the city of Wallenstadt. His mother died when he was five years old.

Mr. Huber was educated in his profession at the Polytechnical School of Zurich, Switzerland, and subsequently attended lectures in the Polytechnical School at Paris, France. These world-renowned institutions of civil and hydraulic engineering have produced some of the greatest engineers known to the present time. After a thorough course at these universities Mr. Huber came to America in 1880 to assist in the improvement of the Mississippi river near St. Louis, where he was engaged under the United States engineers. He then received the distinction, in the Corps of Engineers of the United States Army, to serve as Topographical Engineer in the Military Department of Arizona, and in that capacity accompanied Generals Crook and Miles against Geronimo and Natchez into Mexico. He took part in the battles and encounters with the red men, but when the



J. D. M. K. K.

military headquarters of that department were transferred to Los Angeles he resigned his position and there entered private business as civil engineer. He appreciated the fact that the Northwest afforded better opportunities for his profession, and, after two years' residence in that city, removed in 1889 to Spokane. Soon afterward he was elected City Engineer and at the expiration of his term was re-elected. Under his direction many of the public improvements in this city have been made, namely, the Monroe street bridge and the Division street bridge, and he had charge of the sewer and water system now under contemplation. He was engineer of the Northwestern Industrial Exposition, and was also the consulting engineer in the construction of the water-works at Tacoma and various other hydraulic undertakings. Mr. Huber is recognized as one of the ablest and most highly educated civil engineers in this section of the country. He is now doing a private engineering business, under the firm name of Maxwell & Huber. He is a member of the Chamber of Commerce.

Mr. Huber was married in 1892, to Miss Sherlock, daughter of William Sherlock, one of the oldest and most prominent citizens of Portland, she being a native of that city.



GENERAL JAMES B. METCALFE, though not a pioneer of the State of Washington, has won a place in its history in the past decade which embraces the representative men of the present day, as to him has been universally conceded a distinguished position at the Seattle bar.

A phase of romance surrounds the ancestry of our subject, which we briefly portray. Tradition states that the name Metcalfe originated with a sturdy Saxon named Oswald, who was famed for his bravery in the field and chase. While engaged in the pursuit of an unseen animal believed from his bellowings and threshing about in the forests to be a monster, the companions of Oswald turned back while he forced the animal to break cover, and the "monster" was changed to an enormous calf; and thereafter the brave hunter was called Oswald Metcalfe.

His descendants emigrated to New England among the Puritan settlers, and from that source Oren Metcalfe the father of our subject sprung.

He emigrated to Mississippi about 1838 and was there married to Miss Zuleika R. Lyons of the city of Natchez in that State. She came of distinguished Irish ancestry, her grandfather coming to the United States about 1798. From this union James B. was born, in Adams county, Mississippi, January 15, 1846. His father owned a large plantation and was quite prominent in the politics of the county, serving fifteen years as Sheriff. James B. was primarily instructed by a private tutor and then attended the public schools up to the breaking out of the war. Inheriting the courage of his ancestry, though but a lad of fifteen years he enlisted in the Confederate service, joining the Tenth Mississippi Cavalry. His first service was in defense of Mobile, Alabama, acting as a commissioned officer of his company, and he remained in active service until the close of the war. He was paroled at Jackson, Mississippi, by General E. R. S. Canby, in 1865.

He then returned to his old home in Mississippi, and bravely took up the task of retrieving the shattered fortunes of his family and creating a new future for himself. For eight years he worked most industriously, a part of the time in mercantile pursuits and later in a banking house in Natchez. At the latter place he commenced reading law during his leisure moments, in the office of Hon. Ralph North, who afterward enjoyed for many years distinguished judicial honors. The opportunities for advancement in the South at this period seemed too circumscribed for one endowed with General Metcalfe's impulse and ambition, and in 1873 he came to San Francisco, California, where for about one year he was employed in the Pacific Bank. He then entered the law office of Bartlett & Pratt, and at the end of one year of faithful study he was admitted to practice by the Supreme Court of California. At this time the above firm dissolved and the copartnership of Pratt & Metcalfe was organized.

He soon distinguished himself and was attaining a commanding position, when in January, 1883, business matters called him to Seattle, and he became so impressed with the future of that city that he determined to link his fortunes with its destiny, and took up a permanent residence in May following. Here his reputation had already preceded him and his ability soon became conspicuous. After practicing alone for three or four years, he formed a copartnership with Junius Rochester, under the

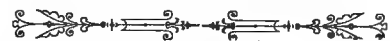
firm name of Metcalfe & Rochester. For some two years they were associated together, being employed in many of the most important cases tried in the Territory. It was during this period that general Metcalfe won, perhaps his greatest victory as a jury lawyer. It was in the homicide case of Washington Territory vs. Miller, which is formed extensively reported in Volume III of the Washington Territory Reports. This case attracted wide attention and for two and a half years was before the courts, every inch of the ground being contested, and the final acquittal of their client was regarded as one of the most brilliant victories in the history of criminal cases in the Northwest.

In 1887 General Metcalfe was appointed by Governor Semple the first Attorney General of Washington Territory, in which office he served with honor and credit until the admission of the Territory as a State. During the great fire of June 6, 1889 he suffered the entire loss of his law library, which was one of the most valuable private collections in the city. Almost before the fire had ceased its destructive work he secured the lease of a lot on Third street where he has since erected a three story business block, known as Temple Court. In this building was established a copartnership with C. W. Turner and Andrew F. Burleigh under the firm name of Metcalfe, Turner & Burleigh. Mr. Burleigh subsequently withdrawing the firm of Metcalfe & Turner continued to May, 1891, then dissolved by mutual consent and in June, 1892, the copartnership of Metcalfe, Little & Jury was organized and is continued as one of the leading law firms of the city giving particular attention to corporation and commercial law. Not alone to his profession has General Metcalfe devoted his energies, but to every enterprise which conduced to the upbuilding of Seattle. During the period of the anti-Chinese agitation via Seattle, he was Lieutenant of Company D, National Guard and was in active service throughout this memorable crisis of the city's history. He was one of the originaters and active promoters of the parent cable line of Seattle known as the Yesler Avenue Line, running from near the bay to Lake Washington. In the Democratic politics of Washington he has been one of the most able expounders of Democratic principles and received high eulogies from the local press.

He possesses the qualifications essential to an effective public speaker. He is a man of fine

presence, has a strong and flexible voice, fertile imagination, fluent command of language, which accompanied with an earnest impassioned delivery never fails to arrest and hold the attention of his hearers. He was married in 1877, to Miss Louise Boarman of San Francisco, and is the father of two sons, Thomas Oren and James Vernon. Socially, he affiliates with the A. O. U. W. and Uniformed Rank, K. of P., being Colonel of the First Regiment, U. R., K. of P., Washington. General Metcalfe is a charter member of Seattle Division No. 1, Uniformed Rank, Knights of Pythias, which has won renown over numerous prizes as a crack regiment. He is a member of the Grand Lodge, Jurisdiction of the State of Washington, K. of P., and is Colonel of the First Regiment of Uniformed Rank, K. of P.

General Metcalfe is possessed of great personal bravery, which was strikingly demonstrated on one unusually cold night in February, 1887, when he rescued a friend and companion from death by drowning. The friend, Hon. D. M. Drumheller, of Spokane Falls, and the General were attending the Territorial Legislature at Olympia, on the above occasion, and in boarding a steamer on the docks, the deck of which was covered with ice, the friend slipped and fell overboard. Without an instant delay or preparation General Metcalfe plunged into the ice-cold water of the Sound and at the risk of his own life saved that of his companion.



JOHN B. BLALOCK, one of the leading citizens of Spokane, was born in Sevier county, Tennessee, in 1856, a son of James and Massie (Kear) Blalock, natives also of Tennessee. The father, a farmer by occupation, still resides in that State, and the mother died twenty years ago. The grandparents on both sides were early settlers of Tennessee.

John B., the fifth child and eldest son in a family of seven children, was reared on a farm, and educated in the country schools. In 1878 he removed to Oregon; later settled in Walla Walla, Washington, and afterward in Spokane Falls, which was then a small village of forty people and a few cabins. He had learned the trade of shoemaker, and immediately, with small means, opened a shop with a bankrupt

stock of goods brought from Colfax. He rapidly extended his business, and in 1888 had a trade amounting to \$40,000. In that year he sold his stock to M. D. Doland, from Walla Walla. In 1880 he purchased the present site of the First National Bank, on the corner of Riverside and Harvard avenues, for \$330, and in 1886 erected a three-story building, which he rented to the bank for \$300 per month. Soon after the fire he sold this property for \$40,000, and subsequently bought a lot, 101 x 155 feet, corner of Sprague and Stevens streets, for \$68,000, and immediately began the erection of the Blalock block, 101 x 82 feet, six stories and a cellar. This is one of the finest blocks in the city, contains all the modern improvements, steam heat, electric light, elevator, etc., is handsomely furnished, and is valued at over \$200,000. Mr. Blalock also owns other choice city property.

He was married in 1885, to Miss Mattie Hyde, a native of Wisconsin, and a sister of S. C. Hyde. To this union has been born one son, Shirl, aged seven years. Mr. Blalock is a thirty-second degree Mason, and was made the second member of that order of Spokane Lodge, No. 34, in 1880.



JAMES MONAGHAN, one of the earliest and most prominent settlers of Spokane, was born in county Cavan, Ireland, in 1840, the youngest of four children born to John and Mary Ann (Riley) Monaghan, the mother having been born in the same county and the father in county Monaghan. The father was a stone-mason by trade, and both died in our subject's infancy. The latter was reared by his maternal grandparents, and educated in the national schools. At the age of sixteen years he joined, in New York, his brother Robert, who had come to this country when a young man, and graduated in medicine. James was employed as his clerk until 1858, and in that year came to the Pacific coast, by way of the Isthmus, reaching Vancouver in May, of that year. He was first engaged in ferrying on the Des Chutes river, in Oregon, one year; worked on the steamer, Colonel Wright, the first steamer on the upper Columbia river, until in September, 1860; took charge of a ferry on the Spokane river, twenty miles below Spokane; later pur-

chased the ferry, and in 1865 built at that place a bridge, which is still in use. In 1869 Mr. Monaghan went to Walla Walla for a short time, and the following year purchased an interest in a store at Chewelah, Washington, also buying from the Indians a farm on which a part of the town site is now located. He still owns this property, which has become very valuable. In 1873 he removed to Colville, where he was engaged in merchandising until 1879, then went with the United States troops to the mouth of Foster creek, and the following spring to Chelan. During the year of 1880 he took supplies by boat from Colville to the mouth of Foster creek. Mr. Monaghan next came to Fort Spokane, where he engaged in contracting for Government supplies, and also served as Postmaster and post-trader of that post from 1882 to 1885. In company with C. B. King he erected the first private boat on Lake Cœur d'Alene, running from Cœur d'Alene to Old Mission during the gold excitement. In 1884 these gentlemen laid out the town site of Cœur d'Alene, Idaho, of which our subject still owns a large part; in the following year the latter moved to that place to manage his various enterprises; and in 1887 came to Spokane. In 1889 he erected his present residence, and also owns other city property. He organized and is now president of the Spokane Cab & Transfer Company, president of the Spokane Savings Bank, director of the First National Bank, and was one of the first City Commissioners, but resigned that position in 1892. Politically, he affiliates with the Democratic party.

Mr. Monaghan was married in 1870, to Margaret McCool, a native of Ireland and a daughter of Robert McCool, who removed to Walla Walla, Washington, in 1859. To this union has been born five children: John Robert, born in Chewelah, Washington, and now a naval cadet at Annapolis, Maryland; Margaret, Ellen, James, and Agnes. The family are members of the Catholic Church.



ALFRÉD G. WILSON, manager of the Western Revenues, Loan and Investment Company, of Spokane, was born in western Pennsylvania, in 1850, the second of four children born to William F. and Sarah J. (Hitchcock) Wilson, natives of Ohio. The

father was a minister of the Methodist Episcopal Church for fifty years, preaching in Ohio and Pennsylvania, where he was well-known and prominent in church affairs. He was the founder of Methodism in that Territory, served as Presiding Elder, and his death occurred in 1890. The mother still resides in northern Ohio. The paternal grandfather of our subject was a native of Connecticut, but removed to Trumbull county, Ohio, in an early day. He had five sons, all of whom became ministers of the Methodist Church. The maternal grandfather, James Hitchcock, a native of Massachusetts, came West in an early day, and was a minister of the Methodist Church.

Alfred G. Wilson, our subject, was educated at Mt. Union, Ohio, and also in the Drew Theological Seminary, at Madison. In 1876 he began preaching in the Methodist Church, at Brocton, New York, where he remained one year: at Fairview, Pennsylvania, one year; Glencoe, Minnesota, three years; Red Wing, that State, two years; Cleveland, Ohio, on Euclid avenue, two years; then at St. Paul, Minnesota; again at Glencoe two years; and then came to Spokane, Washington, where he was pastor of the First Methodist Episcopal Church two years. Having for some time entertained views not in strict harmony with what is taught in the Methodist Church, Mr. Wilson accepted a call to the First Unitarian Church of Spokane, where he remained two years, and then, wishing a respite from his long ministerial work, he accepted his present position. With the valuable aid of our subject the religious work of this city has greatly prospered. Not only has he been a strong worker for the interest of his own church, but everything which could improve the moral and religious condition of the classes received his hearty co-operation. Mr. Wilson has also completed literary work, and for two years was editor of the *Advance and Republican*, of Red Wing. In addition to his other interests he owns a home at Ross Park and other city property. He is Secretary of the South Bonanza Mining Company, and also owns mines in Washington.

Mr. Wilson was married in 1876, to Miss Carrie E. Ensign, who was a native of Forestville, New York, and who died in 1879. She left one child, Mead, who died at the age of six years. In 1881 our subject was united in marriage to Miss Salome Gardner, a native of Cleveland, Ohio. They have three children:

Royal G., Florence and Edna. Politically, Mr. Wilson affiliates with the Republican party, and socially is a member of the Masonic order and Knights of Pythias. His investments in Spokane have been very profitable, and he has great faith in the future growth and prosperity of this city.



JUSTICE C. F. BACKUS has been a well-known and respected citizen of Spokane for many years. All of his interests, both in a personal and professional sense, are identified with this city, and it is therefore appropriate that more than a passing mention should be made of him in this work.

Mr. Backus was born in South Bend, Indiana, May 3, 1845, third in the family of G. W. and Mary E. (Hardman) Backus, natives of Ohio and Indiana respectively. His father was born in 1817 and is still living, being now a resident of Wasco county, Oregon. His mother died in 1868. Mr. Backus may well be called a pioneer of this great Northwest, for, although a native of Indiana, he has always lived in the far western section of the country, having been brought overland by his parents to Oregon in 1850. They made the long journey with ox teams, being seven months en route, and settled in Linn county, Oregon. In 1850 the father secured claim to 640 acres of land, in Linn county, which he at once began to improve and as the years rolled by developed into a fine farm.

The subject of our sketch was reared in the beautiful Willamette valley, which, though so so naturally peaceable and quiet, was in those early days the scene of many stirring events between the white settlers and Indians. Inured to hardship and toil, Mr. Backus grew to manhood, sturdy, vigorous and determined. The border schools only sharpened his desire for a thorough education, and as soon as he could prepare himself he entered Willamette University, where he graduated in 1866. In his early life he was engaged in various occupations, being in a mercantile establishment a portion of the time. He read law in the office of Watkins & Bird at The Dalles, and was admitted to the bar by the Supreme Court of Washington in 1877, since which time he has constantly practiced both in Oregon and Washington. He

came to this city in 1887, and was soon afterward appointed to the responsible and prominent position of Police Judge during the temporary incapacity of the presiding judge. This office he filled with satisfaction to all. He has since been elected a city Justice, which position he now occupies, and for the duties of which his many years of practical experience eminently fit him.

As has already been stated, Mr. Backus is truly a pioneer of the Northwest. He was a resident of three Territories, Oregon, Washington and Idaho, when they assumed the dignity of Statehood, and while he has been a witness to the changes which have brought about the development of this section of the country, he has done his part toward advancing its welfare. In 1862-'63 he was a director and secretary of the company which constructed the Willamette Valley and Cascade wagon road. The Judge has traveled extensively over this part of the country, has ascended Mount Hood, has been in many Indian raids, has speculated in cattle, and after a somewhat eventful life is pleased to settle down in what he is convinced will become the future great city of the Northwest, Spokane.

He was married in 1868, to Miss Elizabeth Leedy, a native of Indiana. She died in August, 1891, leaving two children, Lottie M. and Velma.

Mr. Backus is a member of the A. O. U. W.



ALBERT ALLEN, a well-known lawyer of Spokane, Washington, was born in Indiana, in 1846, son of John Wesley Allen, a native of Illinois, and Lovisa Jane (Guy) Allen, he being the second in their family of eight children.

After completing his studies in the public schools, the subject of our sketch began the study of law, and for a time was in the office of ex-United States Senator Spooner, of Wisconsin. He is a graduate of the law department of the State University of Wisconsin, at Madison, and after receiving his degree of LL. B. he at once established himself in the practice of his profession at New Richmond, Wisconsin, where he was in partnership with F. P. Chapman. He subsequently moved to Deadwood, Dakota, and for eight years successfully conducted a law practice at that place, being engaged chiefly in

mining litigations. Then he went to the Coeur d'Alene country, and in 1887 came to Spokane. Here he has since resided. While he has conducted a general practice and his career has been a signally successful one, he has given special attention to mining suits, in which line of work he excels.

Mr. Allen was married in 1873, to Miss Lillie D. Munson, who was born in Vermont and reared in Wisconsin. They have three children, Frank D., Emma Gertrude and Fannie May, aged, respectively, nineteen, seventeen and ten years, and all are now students in the public schools of Spokane.

Politically, Mr. Allen is a Republican and is firm in his allegiance to that party. Personally, he is as popular as he has been successful, there being few men, if any, in Spokane better known or more highly respected than he.



CHARLES B. HOPKINS, General Manager of the Inland Telephone and Telegraph Company Spokane, Washington, is one of the enterprising young men of the Northwest. Following is a sketch of his life and ancestry.

Charles B. Hopkins was born in San Francisco, July 18, 1855, oldest child of Charles and Lucy S. (Baker) Hopkins, natives of New York and Illinois, respectively. His father was one of the "Forty-niners" of California, and upon his arrival in San Francisco engaged in merchandising and also practiced law. In 1861 he enlisted with his father-in-law, Colonel Edward D. Baker, and became Quartermaster at Fort Vancouver, where he remained until the close of the war. In 1865 he engaged in the merchandise business at Portland. He subsequently removed to Walla Walla, where he was appointed United States Marshal for Washington, and served eight years. He and his family now reside at Seattle.

Mr. Hopkins' grandfather, Colonel Baker, was one of the prominent men of his day, distinguishing himself as a legislator, orator and soldier. He was born in London, England, February 24, 1811, and at the age of four years came with his parents to America and located in Philadelphia, remaining there ten years. In 1825 the family moved west to New Harmony, Indiana, and a year later he walked from there

to Belleville, Illinois, then the most important town in that State. After a sojourn of two or three years there he went to St. Louis, and thence to Carrollton, Illinois, where he began the study of law. He was married April 27, 1831, to Mrs. Mary A. Lee. The year following his marriage, he served in the Black Hawk war. In 1837 he was elected to the State Legislature, was re-elected the next year, and twice, 1845 and 1848, was elected to the United States Congress. In the meantime, in 1846, he raised the Fourth Illinois Infantry and served in the Mexican war. In 1852 he came to the far West, located in San Francisco and engaged in the practice of law. He subsequently removed to Oregon and was soon afterward elected United States Senator, being one of the first senators from Oregon. He volunteered his services in the war of the rebellion in 1861, became Colonel of a California regiment, and was killed at the battle of Ball's Bluff in October, 1861.

Mr. Hopkins' father having located in Portland just after the war, Charles B. attended school there from 1865 to 1872. In 1873 he went to Wall Walla. There he learned the trade of printer in the office of *Spirit of the West*; spent two years there and then a year in Portland and Puget Sound, working at the same business. The following year he was guard at the penitentiary on McNeil's Island. In 1877 he located in Colfax, Washington, and, in partnership with E. L. Kellogg, founded the *Palouse Gazette*, of which paper he became sole proprietor in 1879. In 1882 he founded the *Mirror*, and sold out a month later. That same year he was owner of the *Chronicle of Spokane Falls*. He was also the founder of the *Sprague Herald*. He was engaged in newspaper work up to 1889, and during all those years took an active part in developing the resources and advancing the interests of the various new towns that have sprung up in Washington. In 1882 he was Commissary General of Washington Territory.

In 1886 Mr. Hopkins started the first telephone line in Eastern Washington, from Colfax to Almota. He extended the system rapidly and established the exchanges of Spokane, Coeur d'Alene and Colfax. The first two he sold out to Mr. W. S. Norman, after which he devoted his time and attention to extending the lines tributary to the Colfax exchange until May, 1890, when all the systems of Eastern Washington were consolidated under the title of the Inland Telephone and Telegraph Company, of

Spokane. Mr. Hopkins then became the general manager. This company has connections with over 100 cities and towns, this being one of the most extensive inland systems in the world, and its advancement and development is greatly due to Mr. Hopkins' business ability and untiring industry.

He has always been an active and working member of the Republican party. While a resident of Colfax he was Mayor of the town, and resigned that office, when he came to Spokane in 1890. He is one of the Commissioners of the World's Fair.

Mr. Hopkins' lovely home is beautifully furnished throughout, is located part way up the bluff, and commands a magnificent view of the Spokane Valley. He was married May 2, 1880, to Josie Davenport, a native of Oregon and at the time of her marriage a resident of Colfax. They have two daughters, Carrie and Eva.



J J. L. PEEL, Auditor of Spokane county, Washington, was born near Jackson, Tennessee, in 1834, only child of James and Martha (Weaver) Peel. His father was a native of England, and by occupation was a machinist and millwright. Young Peel attended an academy at Somerville and then took a classical course at Jackson College, Memphis, Tennessee.

At the age of sixteen he came West, arriving in San Francisco, August 20, 1850, and on the Pacific coast he has since resided. For sixteen years he was a miner and was subjected to all the vicissitudes of a pioneer. He took his part in the various Indian fights, and at various times was engaged as merchant, rancher, packer, accountant and railroad employe, and he also filled various public offices. He was Surveyor, Assessor and Justice of the Peace at different times, during his stay in Plumas county, California, and was Justice of the Peace in Nevada county, that State.

Mr. Peel arrived in Spokane Falls, April 17, 1884, and the ensuing fall was elected Justice of the Peace for this township. Subsequently, he received the appointment of Postmaster of Spokane, and took charge of the office September 1, 1886, retiring September 7, 1889, having served three years and seven days. When Mr. Peel assumed the duties of this office Spokane had a population of 4,000. During his incum-

bency the population increased to 20,000; and in order to supply the needs of the people he embarrassed himself financially in endeavoring to supply clerical help. After retiring from the office he was engaged as register and collector for the city water works. In 1890 he was elected Auditor, which office he has ably filled, and in 1892 he was renominated by the Democratic County Convention, for the same office, the nomination being by acclamation, and was elected.

Mr. Peel was married in 1860 to Miss Mary E. Robinson, a native of Missouri, but a resident of California at the time of their marriage. They have five children. Lelia A. is the wife of E. J. Dyer, cashier of the Exchange National Bank of Spokane. Mattie E. married an enterprising and well-to-do Nevada gentleman. Howell W. is an employe and stockholder at Holly, Mason, Works & Co., one of the largest establishments in the Northwest; Etta M. is the wife of Frank C. Landrum of Centralia, Washington; and Bell has just graduated at the high school in this city.

Mr. Peel is a man of broad and progressive views, is a great student and has read much of the current literature of the day. He is both a Mason and an Odd Fellow.



FREDERICK A. TILTON, deceased, was born in Littleton, New Hampshire, in 1855, youngest son of Franklin and Laura (Baleh) Tilton, natives of Vermont. His father was one of the early settlers of Littleton, was a merchant and a leading citizen there. He died in 1867, and his wife in 1872. Both were members of the Congregational Church.

Frederick A. received a high-school education in his native town, and at the age of twenty engaged in the mercantile business, continuing the same for fifteen years. He then spent two years in Florida, in the real-estate business. Coming to Spokane in March, 1889, he invested largely in realty, and successfully conducted a real-estate business in this city and vicinity. In company with Mr. Stocker, he owned the Calhoun Addition at Gray's Harbor, and also had a number of lots there. Besides this he had realty at Hoquiam. He also did a large renting business. Mr. Tilton was a Republican and took an active part in political affairs.

He was married in 1875, to Miss Hattie G. Sawyer, a native of Littleton, and they had four children: Laura B., Frank P., Rebecca C., and William H.

Mr. Tilton was a nephew of Henry L. Tilton, a capitalist of Spokane.

The untimely demise of the subject of this sketch occurred May 30, 1893.



HENRY L. TILTON, one of the wealthy and influential men of Spokane, was born at North Danville, Vermont, May 3, 1828, and the early years of his life were spent on a farm, where he soon developed the good qualities of character which have led him so successfully through life.

At the age of twenty years he moved to Littleton, New Hampshire, where he occupied a position as clerk in a store, and by his economical habits he saved money enough in a couple of years to make a journey to San Francisco. He arrived there in the early part of 1850, when many of the pioneers of the Golden West had braved the dangers of the trip across the plains. His first venture was to sell water to these brave sojourners. He followed this business for a short time only, and for one year subsequently he acted as clerk in a hardware store, but his superior business qualifications soon commanded the recognition they deserved, and we next find him as the senior member of the firm of Tilton & Cady. From his humble start in life he soon advanced to one of the principal business men, and after three years of lucrative business he was enabled to retire and return East, locating in Littleton, New Hampshire. Consecutively he became a dealer in lumber, a trader in timber land, a merchant, a banker, and he was honored by his fellow citizens with a seat in the State Legislature.

During the year of 1885 Mr. Tilton made a journey through the West, and during his tour of inspection he visited Spokane Falls, where his foresight and business knowledge at once gave him prescience of the chances which investment offered here. He made large purchases of real estate and established the Tilton Loan Company. He associated himself with I. S. Kaufman in erecting the new postoffice building and the handsome and imposing granite block, two structures of which older cities might feel justly

proud. He again visited his home in the East and returned in 1888, and when he realized that his faith in the future development of Spokane Falls had been well founded he bought more realty and organized the real-estate and loan firm of Tilton, Stoker, Frye & Co. He has been one of the men on whom this community could always count when money was needed and assistance required in the interest and welfare of the city. He was one of the originators of several of the most substantial banking corporations.

Judge Tilton, as he is commonly known, is erect in figure, and his commanding and venerable form are in perfect accord with an honorable career. Few men can delight in a more thorough knowledge of having done their duty toward their fellow men in the city in which they reside than Judge Tilton.

Mr. Tilton has not been inclined to political life. He was, however, a delegate to the Chicago Convention in 1880, which nominated James A. Garfield for President, and was elected one of the New Hampshire Electors on that ticket. He was a member of Governor Straw's staff, with rank of Colonel, in 1872.



SAMUEL W. BROWN, one of the representative citizens and pioneers of Clarke county, was born in Meade county, Kentucky, in 1819, a son of Samuel and Henrietta (Hobbs) Brown, natives of Pennsylvania. Samuel, the tenth in a family of eleven children, removed with his widowed mother and family to Knox county, Illinois, when quite young, and was there reared and educated, completing his course in the Knox County Academy in 1842. He was early inured to the hardships of farm life, and followed that calling for many years. In 1849 he was elected Sheriff of Knox county, for one term; then followed farming two years; and next engaged in merchandising in Galesburg until 1857. He was the second Mayor of that city, serving a term of two years. In 1857 Mr. Brown was elected a member of the State Legislature for one term; following this he retired to private life for a time, but in 1861 was appointed by Abraham Lincoln as Receiver of Public Moneys in the United States Land Office at Vancouver. He came with his family, via the Isthmus and San Francisco, and took up his residence in this city July 11, of the same year.

He continued in office over twenty-one years, and during that time also engaged in other enterprises.

In 1861 our subject started the nursery business now conducted by Cook & Son, which he personally superintended about twelve years, and then leased the property. This is probably the largest and most complete nursery north of California. Mr. Brown is also the possessor of a large amount of property in the city limits of Vancouver and in the county. He was one of the chief promoters and the first president of the Vancouver & Yakima Railroad, is vice-president of the Vancouver Transportation Company, and has been connected with other enterprises, both public and private. His life has been an active and progressive one, has been prominently identified with the growth and prosperity of this city from the first, has represented the city's official head, and has been a member of the Town Council. Politically, he is a Republican, and in years past took an active interest in politics. Mr. Brown's active business career was cut short some few years ago, owing to ill health. He returned to the East with his son, Edward, remaining there about fifteen months, and during nine months of that time lay perfectly helpless at Battle Creek, Michigan, receiving treatment in the Sanitarium of that city.

He was joined in marriage, in Illinois, to Miss Harriet H. Miles, a native of Indiana, and they have had three children, two now living: Charles, president of the First National Bank, of Vancouver; and Edward L. Floyd M., died in 1863. Mr. Brown met with a sore affliction in the loss of his estimable wife, who died in this city in April, 1888.



FRANCIS M. LOUDEN, one of the leading farmers of Walla Walla county, a successful stock-raiser and a pioneer of California, was born in Boone county, Kentucky, February 7, 1831, and resided in Kentucky until he was thirteen years of age and then removed with his father to Illinois. His father, Spencer Loudon, was a native of Kentucky, and there married Mabel W. Bates, a native of Massachusetts, born near Plymouth Rock and belonging to one of the families well-known in that locality. Mr. Loudon removed to Illinois in 1847, lived

there until 1856 and then removed to California by water. By trade he was a carpenter and contractor and until his removal to California had always worked at his trade. He died in 1874, at the age of seventy years. His wife still survives and lives on the old homestead in California at the age of eighty-four years. They reared a family of five children, of whom the subject of this sketch is the second.

At the age of eighteen our subject thought often of the great gold beds lying in the gorges and the sandy river beds of California, and he, in company with four others, formed a partnership and fitted up a horse team with wagon and necessary supplies and started on the dangerous path across the plains, bound for the gold fields of California. After leaving the Missouri river the youths journeyed all alone taking a little over four months to make the trip. After reaching California our subject went at once at mining, following this employment until 1851, by which time he had made enough money to enable him to fit out a pack train, and he then went into packing, following this remunerative employment for twenty-one years. He packed freight over every Territory west of the Rocky mountains and in nearly every mining camp throughout California, Oregon, Nevada, Idaho, Montana and Washington, having many escapes and running many risks. All readers of this volume who were early settlers will readily understand many of the dangers which attended the freighting business at that time, as the Indians were often very hostile. Our subject can tell some blood-curdling stories of those days and of the dangerous places he has been in, and at last he tired of the life and having made money he decided to settle down with his family.

Our subject married in 1869, and in 1878 with his family he settled in Walla Walla county, Washington, where he bought 160 acres in the bottoms of Walla Walla river, twelve miles west of the city of Walla Walla. Here he has made a fine home and probably will spend his remaining years here, engaged in stock business. He has always worked with the old adage in mind that if a thing is worth doing at all it is worth doing well, and his first purchase was to improve his stock by buying a few fine animals, one of the male animals costing \$2,000. His herd of 125 head of horses are all fine, some of them real blooded animals. In this country the trotting Hambletonian breed is the favorite, and our subject has representatives of it.

Mr. Loudon now owns 4,000 acres of fine land and 2,000 are cultivated to raise feed for his stock. He does not farm and raise grain to sell, but as he keeps about 600 head of cattle and 125 head of horses he needs much feed. More would be raised, but as the land is getting settled the range is being closed up. He has a fine farm here, a good house and barns and everything convenient. He takes great pride in raising bees and has much honey to sell yearly.

In 1869 our subject was elected by a large majority to the responsible office of County Commissioner, and served two years, he being the only Democrat elected in a Republican county. He was re-elected in 1890 and again in 1892, by a larger majority than any other candidate, either Republican or Democrat. He was appointed by the Governor of the State as one of the Board of Trustees of the Washington Penitentiary, and still holds that position, being a very able and efficient officer.

Mr. and Mrs. Loudon have three children: M. J., Francis H., and Hettie Irene, all of whom are yet at home enjoying the comforts of a pleasant and happy residence in this delightful locality. Mr. Loudon is a member of the Masonic fraternity, and politically he is a Democrat, and cast his first ballot for Grover Cleveland in 1892.



WILLIAM H. OVERLOCK, Mayor of the town Kent, King county, Washington, was born in the State of Maine, October 17, 1865. His parents, Jacob and Elmira (Nowell) Overlock, were also natives of the Pine-tree State, both being now deceased. William H. is the fifth of the family of five children; he was reared amid the scenes of his birth, and received his education near the old farm, which was his home until 1881. In that year he began the journeyings that were not to end until he had passed beyond the great plains and over the mountains of the Pacific Coast States. He first went to Lawrence, Massachusetts, but after a few months went to Boston, where he engaged in butchering stock for market; he became expert in this business and also developed into a good judge of market animals.

The quiet New England methods of business were not according to the ideas of "Young America," so our subject determined to go West; this he did, and for a period of two years

was mining in Arizona near the town bearing the cheerful name of Tombstone. He was very successful in this venture, but after a time came to the coast, and permanently located in Kent in 1890. He took up the old occupation of butchering, and as he is a complete master of the business he has won a large and steady patronage. Choosing his stock from the pastures of the surrounding country he has the advantage of those depending upon wholesale packers. His shop is neat and clean, and the stock is handled with the utmost care and nicety; the assistants are capable and courteous, and are zealous in their efforts to please customers.

Mr. Overlock was given a strong testimonial of his popularity in his election to the office of Mayor of Kent in 1892. He has filled the position with credit to himself, and has displayed unusual executive ability, his administration having been highly satisfactory, not only to his constituency but to the general public. He is a member of the Masonic order, and of the I. O. O. F., belonging both to the subordinate lodge and to the encampment. He has been one of the most enthusiastic supporters of public enterprises and has lost no opportunity to further the interests of his town and county in encouraging the development of every possible resource.

He was united in marriage, in the town of Kent, January 19, 1892, to Miss Bertha M. Cox, who is a native of the State of Illinois.



JAMES R. WOOD, one of Clarke county's most substantial farmers, is a native of the old Hoosier State, born in Rush county, June 22, 1836. His parents, Jephthah W. and Frances B. (Reed) Wood, were natives of Tennessee and South Carolina respectively. The father, who was of Welsh-German extraction, was born in 1810, and was a lad of ten years when his parents emigrated to Indiana; he was a carpenter by trade, and also followed farming in connection with his occupation. His death occurred March 17, 1887. Mrs. Wood was descended from Scotch ancestors. There were members of her family who figured prominently in the Revolutionary struggle and also in the war of 1812. Colonel Reed participated in the engagement at Bunker Hill, and Captain Jacob Reed, father of Mrs. Wood, was a line officer under command of Gen. Jackson at the battle

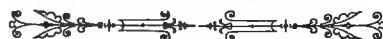
of New Orleans. James R. is the second of a family of nine children, only three of whom survive at the present time. When he was a child of seven years his parents removed to Mercer county, Illinois, and there he grew to maturity. His father being a farmer he naturally acquired a taste for this most independent of vocations, which he has followed through life.

In the year 1866 he went to Gage county, Nebraska, and there resided for a period of fifteen years. The States of the Pacific Coast offering most alluring inducements to farmers he crossed the plains and mountains in 1882, and took up his residence in Clarke county. He has a farm of 140 acres; thirty-five acres are cultivated to grain, sixty-five are in natural timber and two acres are in orchards. This tract is situated nine miles northeast of Vancouver and is a very desirable piece of land.

Mr. Wood, a worthy descendant of his ancestors, has a military record quite equal to that of his grandsire. Promptly heeding the call of country he enlisted August 11, 1862, in the One Hundred and Second Illinois Volunteer Infantry, and served until the cessation of hostilities. His regiment was a part of the brigade commanded by the late President of the United States, General Harrison. He participated in many of the engagements of Sherman's memorable march through Georgia, and when he was discharged from the service it was as a brave and loyal soldier.

Mr. Wood was united in marriage in the State of Illinois, August 27, 1859, to Miss Rebecca Shanks, who was born at Moline, Illinois. They are the parents of seven children: Wilburn S., James M., Nettie, wife of J. B. Higdon, Louis W., Walter H., Ford E. and Omar E.

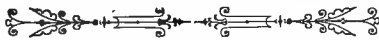
In politics Mr. Wood adheres to the principles of the Democratic party. He has been an active member of the School Board for a number of years, and for one year served as Road Overseer. He is associated with the Patrons of Husbandry, Flat Wood Grange, No. 96.



SS. CAMPBELL, County Commissioner of Clarke county, was born in the State of Iowa, July 28, 1858, a son of William J. and Julia A. (Barcas) Campbell, natives of Indiana and Ohio respectively. They were the parents of ten children, of whom our subject

was the eldest child. He removed with his parents to Multnomah county, Oregon, in 1864, where he attended the public schools, and completed a collegiate course at Philomath College, in Benton county, in 1880. Mr. Campbell was then engaged in teaching for many years. In 1883 he came to Clarke county, Washington, and in 1888, in company with his father, embarked in the drug business in La Centre, where they both still reside.

January 6, 1885, our subject was united in marriage to Miss Sarah E. Lawrence, a native of Canada. They have three children, Ada M., Alice B. and Horace W. Mr. Campbell is a staunch and active Democrat, and was the choice of his party from his district for County Commissioner in 1892. He is still a member of that honorable board. Socially, he affiliates with the I. O. O. F., also the Encampment degree of that order, and has passed all of the official chairs in both branches of the order.



TROBRIDGE R. JEWELL, a well-known fruit-grower of Clarke county, Washington, is a native of Michigan, born December 24, 1841, in Calhoun county, where he lived until a lad of thirteen years, when his family removed to Iowa and located in Black Hawk county. His parents, Philip and Eunice (Jennings) Jewell, were natives of New York State. The father died May 5, 1876, and the mother survived until the 6th of the following June. They had a family of three children, Trobridge R. being the second-born. Mr. Jewell was trained to the trade of a sawyer and engineer, and followed this line of business until a few years since. He resided in Iowa for a period of five years, and then went to Clay county, Dakota, where he lived eighteen years.

Recognizing his duty to his country, Mr. Jewell enlisted in the First Dakota Cavalry as a private and non-commissioned officer, and was in the service for a period of three years and four months in the department of the Northwest. After his discharge he gave his attention to agriculture for a few years.

In 1876 he came to the coast and took up his residence in Oregon. He lived in different counties until three years ago, when he came to Clarke county and located three miles north-

west of Vancouver, where he has five acres in a young orchard and strawberries, and also cultivates the adjoining five acres belonging to his son-in law.

His marriage to Miss Sarah M. Russell occurred in Dakota, January 12, 1867. Mrs. Jewell is a native of Iowa. They have a family of four children: Charlotte, the wife of A. L. Johnson, who is connected with the co-operative store at Vancouver; Philip H.; Hattie E., and Miles R. Mr. Jewell is an ardent supporter of the Democratic party. He takes an active interest in the educational facilities afforded the youth of the land, and has served as Clerk of the School Board. He is an honored member of the G. A. R.



JOHN GILBERT has been identified with the agricultural interests of Clarke county since 1884, and has won the right to representation in this volume. He was born in Westchester county, New York, October 30, 1817, a son of Josiah and Sallie (Hoyt) Gilbert, also natives of the Empire State. He grew to maturity amid the scenes of his childhood, but after arriving at man's estate he left the parental roof and went in search of his fortune. Going south as far as Virginia, he located on a farm near Washington City, and there tilled the soil and engaged in raising fruit. The turmoil of the Civil war put an end to this peaceful occupation, and called a halt upon all the useful industries of that section. Mr. Gilbert was appointed assistant to his brother-in-law, General Edward Ball, Sergeant-at-arms in the House of Representatives, and held this position until 1864. About this time he became interested in the manufacture of paper, and removed to Zanesville, Ohio, where he continued in business for nineteen years.

Turning with the tide of emigration to the West, Mr. Gilbert came to the State of Washington and purchased property near Tacoma. In 1884, as before stated, he located near Ridgefield, Clarke county; here he owns 200 acres of land, fifty of which he has placed under cultivation. He has a fine orchard of five acres, chiefly planted to prunes, which yield a crop in 1893. He also has two acres of an older orchard planted to apples, cherries and other fruits.

Mr. Gilbert's marriage occurred in Virginia,

November 5, 1844, when he was united to Miss Sarah C. Ball, a sister of the well-known Union generals, William and Edward Ball. Mrs. Gilbert is a woman of rare culture and experience. Five children have been born to our subject and wife: John J., William B., Edward T., Frank, and Mary G., wife of S. P. Mackey, a well-known merchant of Ridgefield.



BENJAMIN STARK PETTYGROVE, a leading business man and esteemed citizen of Port Townsend, Washington, was born in Portland, Oregon, on what is now the town site of that metropolis, September 30, 1846, and enjoys the distinction of having been the first male white child born in that vicinity. His parents, Francis W. and Sophia (Ruland) Pettygrove, were natives of Maine and New York, respectively. His father was reared on a farm near Calais, Maine, and when twelve years of age began mercantile life as clerk in a grocery store. He later went to New York city, where his opportunities were increased and where he followed a varied business career until 1842. In that year he accepted an offer from A. W. Benson & Co., of New York city, to bring to Oregon a stock of goods, open up a store and act as their agent. Completing arrangements, with a mixed cargo on board the ship *Victoria*, Mr. Francis Pettygrove set sail for the far West, via Cape Horn and the Sandwich Islands. On arriving at the islands, he transferred his goods to the bark *Farna*, and not long afterward entered the Columbia river, anchoring near Vancouver, to await means of transporting his goods to Oregon City, his ultimate destination. This was finally accomplished by securing the services of a small schooner owned by the Hudson's Bay Company. On arriving at his destined location, he opened a store and entered into trade with the inhabitants of the surrounding country, realizing gratifying success. Mr. Pettygrove also interested himself in the fur trade, and by erecting a warehouse at Champoege, he controlled the wheat yield of French Prairie. He subsequently located a claim on the present site of Portland, which he had the honor of naming, ignorant of its future prospects as the financial center of the Northwest. A man of ability and experience, he early became identified with the

progressive movements of his vicinity. In 1844 he was one of the active promulgators of the Provincial Government, and rendered material service in shaping its destiny and upholding its authority. In 1852 Mr. Pettygrove sold out his interests in Portland, and, in company with Loren B. Hastings, purchased a small schooner, *Mary Taylor*, in which they departed with their families for Puget Sound. Duly arriving at Port Townsend, they found Alfred A. Plummer and Charles Batchelder already settled, and, approving of the location, Mr. Pettygrove and his partner immediately laid off claims of 640 acres each for man and wife, on which they proceeded to build log cabins. These preparations completed, a copartnership was entered into by Messrs. Hastings, Pettygrove and Plummer, who proceeded to open a small trading post, and by cutting piles, loading vessels and doing such other work as came to them, they gained a support, which was materially increased by the wild game procured by their trusty rifles from the surrounding country. Mr. Pettygrove subsequently engaged in farming, in which he was actively employed until 1875, when he retired from business, to enjoy in leisure the abundant means which his industry and thrift had accumulated. He died in 1887, aged seventy-five years, followed to his grave by the heartfelt sorrow of the entire Northwest, who had known him so many years and appreciated his many admirable traits of character. His broken-hearted wife followed him to the tomb within a few months, at the age of sixty-five years, as if unable to endure a separation after so many years of close companionship. Mr. Francis Pettygrove was a quiet, unpretentious man, endowed with strong characteristics of honor and integrity, and his influence for good in the social and moral welfare of his community was both wide and deep, and his memory will be cherished with affection by all who knew him. His worthy wife was a typical pioneer woman, sharing with her husband all the hardships and vicissitudes incident to making a home in the the Northwest in the early day, and deserves the regard of all who enjoy the fruits of that civilization which she assisted in planting in the western wilds.

Benjamin S. Pettygrove, whose name heads this sketch, inherited from his parents a dower of intelligence and energy with an honored name, and was trained to habits of industry and thrift, which, together with a persevering will,

have raised him to his present position of prosperity and influence. He attended the local schools and afterward took a course at the Wesleyan Institute in Olympia. In 1869 he made his first trip to Maine and witnessed the scene of his father's nativity. On returning to Port Townsend he engaged in farming and dairying, in which he was quite successful, and with the proceeds of which he purchased eighty acres of his father's claim. He continued to be thus occupied until 1889, when he leased his land and retired from the hardships of farm life to devote himself to other interests and that repose which former years of industry had rendered possible. In 1890 he erected his present handsome residence on the corner of Wall and Second streets, the site of his father's original homestead, thus adding to the comfort of a home the pleasure experienced from occupying land once hallowed by the presence of absent dear ones.

In 1874 Mr. Pettygrove was married in Victoria to Mrs. Zaila H. (McKinley) Sweeney, an estimable lady, who was a native of Ohio. She had three children by a former marriage: Norman, deceased; Antoinette; and Carlton. To the second marriage was born one child, Benjamin F. After six years of invalidism the devoted wife and mother died, January 25, 1893, leaving a bereaved family and many friends to mourn her loss.

Politically, Mr. Pettygrove is a Republican, but not active in public affairs, his domestic life and numerous landed interests absorbing most of his time and attention. He is, however, intensely public-spirited, and any project tending to advance the welfare of his community is assured of his approval and substantial assistance, and he is justly numbered among the representative citizens of Port Townsend, Washington.



E J. WEBSTER, a large capitalist of Washington, who has been identified with the interests of Spokane for the past ten years, has been a potent factor in advancing the growth and development of this city. In both his public and private connections he has always acted to the best interests of Spokane, and his only object in view has been the welfare of this community.

Mr. Webster was born in Michigan, in October, 1847, the eighth in a family of eight children. His parents, A. J. and Alzora (Norton) Webster, were natives of Vermont and New York, respectively. Grandfather Ebenezer Webster passed his life and died in Vermont. Grandfather Noah Norton was among the early emigrants to Michigan, he having located there when it was a Territory. It was he who built the first house in Adrian. The Indians were then plentiful there, and when Mr. Webster's mother was a little girl the noted chieftain, Tecumseh, gave her a fawn. Mr. Webster's father also settled in Michigan during Territorial times. He was at first engaged in farming there, but afterward turned his attention to the manufacture of wagons and carriages, in which he was very successful. He is a local preacher in the Methodist Church, and is now living at Hudson, Michigan. His wife passed away seven years ago.

In January, 1864, the subject of this sketch enlisted in the Fourth Michigan Regiment of Infantry, following the example of his father and three brothers who had already responded to the call of their country. At the battle of Cold Harbor he was shot through both legs below the knees, and after a year's confinement in the hospital he was compelled to return home. His injuries were of so serious a nature that for three long years he was obliged to use crutches. After his return home he finished his high-school course at Hudson, took a commercial course in a business college at Detroit, and in 1868 entered the University of Michigan at Ann Arbor, where he took a special course in the literary and law departments, graduating in March, 1870. During this time he was for two years private secretary of Judge Thomas M. Cooley, then Professor of Law in the University.

Through the influence of Judge Cooley, Mr. Webster received the appointment of United States Deputy Marshal for the census of 1870. He was the youngest deputy in Michigan, and did the work in six townships, the largest district in the State. After having finished this work he commenced the practice of his profession at Hudson, but within one year was unfortunate in losing his library by fire. He then went to California and visited nearly all the towns and cities of the West. Subsequently, he returned home and at once disposed of his property and then started on a tour through

California, South America, Central America and Mexico. He served as Deputy County Clerk in Oakland, California, for one year, and afterward practiced law there, remaining in that city ten years. During that period he took an active part in political matters.

Since 1882 Mr. Webster has been a resident of Spokane. Upon locating here he at once invested in property and began the practice of law, Spokane at that time being a town of about 700 inhabitants. Soon, however, he turned his attention to real-estate business, and operated very extensively. Mr. Webster has been closely connected with the various enterprises which have transformed Spokane from a small town to a rapidly growing city. He was president of the Ross Park Street Railroad Company; was one of the founders of the Fairmount Cemetery Association, which has expended over \$50,000 on the cemetery making it one of the most beautiful in the West. It is located five miles northwest of Spokane and comprises 180 acres. The company gave five acres to the city and county for the official burial ground, and also donated 340 lots in the most beautiful parts of the grounds to the G. A. R. Mr. Webster is now president of this company. He has been president of the Gentlemen's Business Club of this city for two terms. He is owner and proprietor of the Minnehaha Springs and Health Resort, a beautiful park comprising thirty acres. He is putting up large quantities of water from these springs, it having been analyzed by Walter S. Haines, M. D., of Rush Medical College, the most famous chemist of the United States in the analysis of waters. The Doctor pronounces it the purest water known. Mr. Webster also owns 500 acres of the Minnehaha Addition. He is the owner of the Electric Line Addition, the South Highland Park Addition, half of the Jerome Park Addition, and until recently was the largest owner of the Eastside Syndicate Addition. He owns the Tidball block on Riverside avenue, which was built at a cost of \$150,000, the Genesee block, and has 500 acres on the river, two miles and a half above the city. He also owns considerable real estate in the business part of Spokane, and is now erecting several buildings,—his property being assessed at \$500,000. He has been a member of the Board of Trade here since its organization. He helped to organize the first G. A. R. post here,—Sedgwick Post,—and was its first Commander.

It is, however, in an educational line that Mr. Webster has, perhaps, done the most to advance Spokane's interests. For six years he has acted as a member of the School Board, and for three years has been President of the Board. During this time the sites of the present school buildings were selected, and the corps of teachers was increased from four to twenty-four. To his exertions in behalf of the educational interests much of the present admirable school system is due.



BURTON N. CARRIER, whose law office is situated in the Ziegler Block, on Howard street and Riverside avenue, Spokane, Washington, is a man who, by hard work, patient study, untiring perseverance and an indomitable will, has made for himself a position among the prominent lawyers of his day.

Mr. Carrier was born in Columbus, Pennsylvania, July 14, 1844, son of George W. and Juliette (Carley) Carrier, natives of Connecticut and Pennsylvania, respectively, he being the oldest of their five children. As in the case of many other country boys, his opportunities for acquiring an education of any kind were most decidedly limited, the question of living and keeping farm being of far greater importance than that of becoming learned and well read. It was with him the same old story of work all day and study by candle-light in the evening, with a few winter terms at a district school; this was his life until he reached eighteen years, when he found himself wielding the birch as a teacher. Then ensued the usual routine of teaching, studying and working for several years.

Mr. Carrier first turned his attention to law in 1872, when he commenced studying in the law office of Crosby & Brown, at Corry, Pennsylvania, and in 1874 was admitted to practice at Modelia, Minnesota. In 1875 he removed to Worthington, and the same year was elected Clerk of the District Court, which office he held for eight years, during which time he was engaged in practicing law. He then removed to Minneapolis, where he remained five years, being actively engaged in the practice of his profession. Although doing well, he became imbued with the restless spirit which will at times come over the average Western man, and,

taking Horace Greeley's advice to young men, he came further West to Washington. Locating at Richville, he taught school and also practiced law until 1888, when he came to Spokane. Here he at once established himself in practice and took charge of the abstract business of the firm of J. M. Thompson. In 1892 he was a candidate for City Attorney on the People's party ticket, but was defeated after a spirited campaign by the Republican nominee.

In 1869 Mr. Carrier married Miss Addie Mead. They have three children, viz.: Gertie M., wife of W. J. Walker, a newspaper man of Spokane; George A., who is in the law office with Turner, Graves & McKinstry; and Robert B.

Mr. Carrier is a member of Masonic Lodge, Lodge No. 101, of Worthington, Minnesota, and of Chapter No. 28, at the same place. His church relationship is with the Presbyterians.



WPARRY SMITH, of Seattle, Washington, was born in London, England, in July, 1836, the only child of Captain W. Parry and Elizabeth (Raymond) Smith, natives also of that country. The father followed the sea for a number of years, and his life was early sacrificed in the line of duty, as he died of yellow fever while in port on the coast of Africa.

When but fourteen years of age the subject of this sketch adopted the occupation of his father, and sailed as cabin boy on an English vessel engaged in trade with China and the East Indies. Being of studious habits young Smith ascended the line of promotion with great rapidity, and before reaching his twentieth year became mate. His early service was on English vessels, but a little later he sailed under the American flag, which was the flag of his subsequently adopted country. He first visited the Pacific Coast at San Francisco, in 1851, but did not make the coast his home until ten years later. Mr. Smith has sailed once around the world, and has visited nearly every important port. His first naturalization papers were taken out in 1855, while living in Baltimore, Maryland, where he was engaged in steamboating about the gulf and river, and also in stevedoring on the water front. In 1868 he returned to San Francisco, was employed in the lumber trade along the coast and Puget Sound, and also

in pilot boat service near the Golden Gate. In 1864 he came to Puget Sound, was employed by the Port Madison Mill Company in the saw-mill at Usaladdy until 1870, engaged in milling in Seattle one year, followed farming on the Dwamish river for a short time, and in 1873 purchased three and one-fourth acres of land near Seattle, on Lake Union, his present home, and for which he paid \$50 per acre. He succeeded in paying for this place by grubbing stumps at \$1.50 per day and boarding himself. During those days there was but little money in the country, and constant work was required to purchase the necessities of life. In 1878 Mr. Smith took the contract to carry the mail from Seattle to Snoqualmie, on horseback, a distance of forty-three miles, in which commissioner he continued two years. In 1880 he was elected to the office of Constable by the Republican party, served two years; was then Deputy Sheriff five years under Hon. J. H. McGraw; Deputy United States Marshal, under Charles Hopkins; Deputy Assessor two years under W. H. Hughes, and since that time Mr. Smith has followed real-estate business.

He was married in San Francisco, in May, 1867, to Miss Elizabeth F. Porter, a native of Maryland. They have five children, namely: Elizabeth M., now Mrs. C. M. Dasher; Sarah E., wife of J. Landgraff; William T.; Elizabeth F. and Hettie May.



VA. PUSEY, Superintendent of Schools of King county, Washington, was born in Champaign county, Illinois, November 27, 1853.

Reuben Pusey, his father, was a native of Ohio, and when a boy moved with his parents to Illinois, they being among the first settlers on the Sangamon river. He married Miss Elizabeth Hawk, a native of Ohio, and eighteen months after his marriage departed this life, leaving a widow and infant son. This child, V. A. Pusey, was taken by his grandmother, with whom he remained until the opening of the Civil war, when the home was broken up by his uncles going into the army. He then returned to his mother, whose untimely death occurred when he was eleven years old. Thus, at a tender age, he was thrown upon his own resources.

From necessity, young Pusey's education became secondary to his efforts in sustaining life, but, with a desire for knowledge, he improved every possible opportunity, and by his study in the common schools and an attendance of one year at the seminary at Harveysburg, Ohio, he fitted himself for teaching, and at the age of eighteen years entered that profession. By husbanding his resources he was enabled to enter Westfield College in Clark county, Illinois, and there secured a thorough knowledge of the English branches. He was then appointed Deputy Collector of Internal Revenue for the Seventh District of Illinois, and filled that office for eighteen months. At the same time he studied law, and in 1877 was admitted to the bar in the Supreme Court of Illinois, after which he entered into the practice of his profession at Champaign, that State. Afterward he removed to Kansas, where he continued in the practice of law until 1881. That year he went to Neosho, Newton county, Missouri, and resumed teaching, and the following year he was made principal of the public schools of that place.

In 1884 Prof. Pusey sought a location in the far West. Coming to Washington Territory, he settled at Farmington, where he taught school three years and at the same time edited the Farmington Post. In the summer of 1887 he came to King county and taught the school at Franklin Mines, subsequently becoming principal of the schools at Black Diamond. While at the latter place he was elected County Superintendent of Schools of King county. In 1890 he was re-elected to the same position, receiving a majority of 3,800 votes, and in the convention of 1892 he was again re-nominated, and elected, receiving a plurality of 3,560.

When Prof. Pusey assumed the duties of his office in January, 1889, there were 5,000 children of school age in the county, 120 teachers, and very few school buildings worthy of mention. Each district had only about three or four months of school, the same teacher having charge of two or three schools during the year. With the increase of population there are now (1893) 16,831 children of school age, 323 teachers, and the school districts have increased from sixty-eight to 113. The old buildings have largely been replaced by commodious new ones and the system of instruction has been greatly improved. The corps of teachers represents nearly every State in the Union, many of them being graduates of State normal schools, and

by the annual system of institute work adopted by Prof. Pusey the course of instruction is becoming more and more advanced. Prof. Pusey is engaged in this work with enthusiastic devotion. Though his earnest and persistent efforts is being perfected a system of instruction that is unsurpassed by any other county or State.

The Professor resides at Yesler, on Union Bay, where he owns forty acres of land and where he has erected a spacious and elegant home. He was married in St. Louis, Missouri, in 1878, to Miss Amand M. Pusey, a native of Illinois. They have had three children, only one of whom is living.



F A. TWICHELL, County Auditor of King county, Washington, was born in Washington county, Minnesota, November 15, 1860. His father, Ebenezer C. Twichell, was born in Oswego county, New York, and was married to Miss Polly A. Twichell, of the same county and name, thought not related. Their ancestors were English people who emigrated to New England at the time of the Puritan settlement of that country. Ebenezer C. Twichell was a mechanic by trade, but his chief occupation was farming, which he followed in Illinois from 1853 to the fall of 1854. Then he removed to Minnesota, where he passed the rest of his days. His life was characterized by simplicity, honesty and industry. While he affiliated with the Republican party, he never entered actively into the political arena.

F. A. Twichell attended the district school of his county until he was thirteen, when he entered the high school at Hastings, Minnesota, employing the unoccupied moments before and after school and on holidays at the usual drudgery of farm work, of which there was always plenty to do. At the age of seventeen he began self-support and also assisted in helping his family, as his father had become an invalid. At the age of eighteen years he began teaching. His first school was a disorderly frontier one, in which the pupils had been masters of the situation. Upon assuming authority therein, he established rules of discipline and etiquette, soon became the ruling influence, and completed his service, which however, entirely satisfied him with school-teaching. He next entered a grocery store as clerk, and remained three years

Then he went into the paper and notion store of W. P. Stanley, of Hastings,—now of Seattle,—and in 1884 became the manager of the store, meanwhile reducing the stock preparatory to removing to Seattle, which he did in January, 1885. Mr. Twichell continued in the employ of Mr. Stanley up to March, 1887, and at that time he was appointed Deputy Auditor of King county. He acted as deputy till the fall of 1890, when he received the unanimous nomination of the Republican County Convention for the first place, and was elected Auditor at the November election with a handsome majority. The office also combining that of Recorder, Clerk of the Board of County Commissioners, and purchasing agent for King county institutions, its routine work necessitated the employing of a force of from fifteen to forty men. Mr. Twichell performed the several duties with such promptness and fidelity that at the convention in 1892 he was the unanimous choice for reelection, and was re-elected by the largest vote and majority of any candidate on the county ticket. He has also served two terms as a member of the City Council of Seattle.

He was married in Hastings, Minnesota, in 1884, to Estelle M., daughter of W. P. Stanley. Their only child is Marjorie A.

Mr. Twichell affiliates with the subordinate, encampment, canton and Rebekah degree lodges, I. O. O. F., the K. of P., and the A. O. U. W.

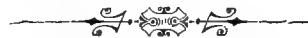


Z D. BROWN, attorney-law, Spokane, Washington, was born in the Territory of Oregon, in 1858. He was educated at the Willamette University at Salem, that State, where he took a commercial course. In 1873 he began mercantile life in Scio, Oregon. In the spring of 1880 he removed to Klickitat county, Washington, but one year later, in the spring of 1881, came to Spokane, where he has ever since remained.

Mr. Brown entered the law office of Shaw & Mallory, of Salem, Oregon, in 1876, for the purpose of reading law, from which, in 1886, he was called away to look after business matters. Mr. Brown again took up the study of law in the office of Nash, Kinard & Murry, at Spokane, Washington, with whom he remained until the fall of 1888, when he determined to attend a law school, choosing the Cumberland

University, of Lebanon, Tennessee, from which institution he graduated with the degree of LL. B. in 1888. After being admitted to practice in the courts of the State of Tennessee, he returned to Spokane, Washington, and was admitted to practice in the courts of that State.

Mr. Brown has been closely identified with the growth and prosperity of the beautiful city, in which he has chosen to make his home, dealing largely in real estate. Mr. Brown is a young man of ability and integrity, and very popular, making friends wherever he goes. He was married, in 1889, to Miss Marie L. Ayatte, of Montreal, Canada.



W W. REDHEAD, in the employ of Knapp, Brunell & Company, of Spokane, Washington, was born in Ashtabula, Ashtabula county, Ohio, in 1863, a son of Henry and Henrietta (Sinclair) Redhead, natives of England and Pennsylvania respectively. The father was a merchant by occupation.

W. W., the subject of this sketch, was educated in the public schools of Ashtabula, Ohio, and while in that city he was engaged in the mercantile business two years, and in a railroad office six years. In 1887 he came to Spokane, Washington, where he immediately found employment with Knapp, Brunell & Company as bookkeeper. Four years later he was promoted to manager of the company's business at Spokane, and he still holds the position. The main office of this company is at Portland, Oregon, and they also have branch houses at Colfax, Walla Walla, Seattle, Dayton, Tacoma, Spokane, Ellensburg, Pullman, Palouse, Oakesdale, and Davenport, in Washington; and Athens, Albany, and Island City, Oregon. All of the branch houses in eastern Washington are under the control of the Spokane house, and they now have an annual trade amounting to \$300,000.

Mr. Redhead was married, at the age of seventeen years, to Miss Elizabeth Sheldon, a native of Youngstown, Ohio, and they have had four children: Raymond, aged twelve years; Carl, ten years; Earl, eight years; and May, four years. Politically, Mr. Redhead is identified with the Democratic party, and socially is a member of the Knights of Pythias. He is a

bright, young business man, and by his ability has placed the business of the company he represents on a firm and secure basis. He is kind and courteous to all, a characteristic that has won him many friends in the city and surrounding country.



G S. WOLVERTON, a hardware merchant of Spokane, was born in Oregon, in 1864, a son of John and Mary J. (Neely) Wolverton, natives of Ohio and New York, respectively.

G. S., the subject of this sketch, and the youngest of seven children, took a scientific course at the Monmouth College, Oregon, and was valedictorian in the class of 1886. He also attended the Portland College. In 1886 Mr. Wolverton located permanently in Spokane, Washington, although he was a property holder in this city in 1885. In company with his brother, A. P., he now owns the Temple Court block, a five-story building, one of the largest and finest in the city. He also holds an interest in the Wolverton & Byrd Hardware Co., which is one of the largest of its kind in the city, and is located in a fine structure on Riverside avenue. Mr. Wolverton is erecting a residence in Brown's addition, which is in keeping with progressive ideas and social standing.

He was married, in 1890, to Miss Eva B. Prosser, a native of Ohio. They have one son, Guy S., aged twenty months. In his political views, Mr. Wolverton is a Republican. He is one of the wealthiest young men in Spokane, and his business ability is beyond question.



REV. B. HELD, Principal of the School of the Sacred Heart, of Spokane, was born in Switzerland, in 1851. He was educated at the Universities of Munich and Vienna, and graduated in medicine in the Medical College of Zurich. He began the study of theology at Salzburg, Austria, was ordained a priest in 1877, and was then professor of mathematics and music in Mount Angel College, Switzerland, until 1882. In that year he came to the United States, and first took charge of a parish in Oregon one year, was procurator of a large farm and sawmill for the Benedictine

Fathers in that State, three years, and was made director of the Mount Angel College, located forty miles south of Portland. Three years later Father Held came to Spokane, where he was Chaplain of a hospital and assisted in church work one year, and then started his present school. He erected a church, and bought the high-school building on Fifth street, where he now has a membership of 350 pupils, and teaches the full classical course, the high and common school branches. They make a specialty of music and the languages, and employ four sisters and three male teachers. The school promises to become one of the most successful in the city, and Father Held has proved himself an able manager of any educational institution. The church, founded at the same time, is also in a very flourishing condition.



JOHN TATE, Notary and Justice of Medical Lake, and one of its pioneer settlers, was born in England, in 1839, the eldest child of Thomas and Elizabeth (Betts) Tate, natives also of that country. The parents came to America in 1856, going first to Northern Wisconsin, but soon afterward located in Cass county, Iowa, where they were among the early pioneers. They purchased and improved Government land. The father died in 1887, but the mother still resides on the old homestead with her two daughters and one son.

John Tate, the subject of this sketch, attended school in England, where he also studied civil engineering, and after coming to this country attended school in Wisconsin. After removing to Iowa he taught school there several terms, and then engaged in farming. In 1873 he purchased a farm near Portland, Oregon, where he remained six years, and then, on account of ill health, came to what is now the town of Medical Lake. Mr. Tate was one of the first campers on the bank of the lake. He took up a homestead one mile from the lake, later purchased and improved a quarter section of railroad land adjoining, but in 1888 embarked in the real-estate, insurance and collecting business in the city, which he still continues. He was the first real-estate agent in Medical Lake, and now makes many sales. In addition to his valuable farms near the busy and growing resort of Medical Lake, he also owns good property in the city.

Politically, he is an active Republican, was instrumental in organizing that party in this county, and has been a delegate to State and county conventions.

In 1861, Mr. Tate was united in marriage to Miss Jane Davis, and they had eleven children, namely: Thomas R.; Edna, wife of Arthur J. Cone, of Crescent Park, Washington; Eliza, a teacher by occupation; Martha, who died in youth; Anna; Seth, a printer of Pullman; Edward; John, who died at the same time as his mother, aged seven years; Ivy; Roy; and one deceased in infancy. Mrs. Tate died September 12, 1888. Our subject takes an active interest in educational matters, and is a member of the Methodist Church. He was a member of the first quarterly conference at Spokane, in 1880; was one of the organizers of the church in this city, and is now Superintendent of the Sunday-school. Mr. Tate has been a pioneer to several States, but has seen none that promised such prosperity as is now coming to the vicinity of Washington, where he has made his home. There, under his observation, the wilderness has given place to prosperous towns and well-tilled fields. He is greatly interested in improvement and public affairs, and is a civil officer.



DR. JOHN M. SEMPLE, Superintendent of the Eastern Washington Hospital for the Insane, at Medical Lake, was born in Glasgow, Scotland, in 1857, a son of Andrew and Catherine (Matthews) Semple, natives also of that country. The parents came to America in 1868, locating in Utica, New York, where the father was engaged as a printer. In 1882 they removed to Kansas, and are still residents of that State.

John M., the fifth of nine children, attended private schools in Scotland until coming to this country with his parents, after which he was a pupil in the public schools of Utica, New York. In 1872 he began learning telegraphy, and soon became an operator in the former city, also attending school at night. In 1880 he went to Albany, where he secured employment in the Mutual Union Office, on the Baltimore & Ohio Railroad, as chief operator, remaining there until the spring of 1882. He began the study of medicine in 1882, as a private student of Professor Hailes, and the following year was appointed Clinical Assistant and Apothecary of

the Utica Asylum. In the fall of 1884 he resumed the study of medicine at Bellevue, New York, from which college he was graduated in 1886. In the latter year he received the appointment in the State Asylum for Insane Criminals at Auburn; was House Physician and Surgeon one year in the King County General Asylum; next re-appointed at the Asylum in Auburn; and in December, 1889, came to Spokane, Washington. Dr. Semple was engaged in a general practice one year, and then, at the opening of the Eastern Washington Asylum, was appointed to his present position. Under his charge the death rate has been but three per cent., and the recovery of patients thirty per cent., which is a high average for such institutions. The Doctor was a delegate from this State to the meeting of the American Medico-Psychological Society at Washington, District of Columbia, May 3, 1892.

He was married in 1890, to Miss Almira Bennett Clary, a native of Auburn, New York, and a daughter of John L. Clary. To this union has been born one son, John Clary. Mrs. Semple is a member of the Episcopal Church. Socially, the Doctor is an active member of the Masonic order. Dr. Semple is well qualified for his position as the head of such an institution, as his study and practice since beginning his profession has been in a great degree of mental diseases, and he has been among such patients in the most extensive institutions in the land. The Eastern Washington Hospital for the Insane under Dr. Semple's charge, is not only well kept and excellently disciplined, but is noted for its cleanliness.



HON. JAMES O'NEILL, who has long been identified with the growth and development of the great Northwest, is now State Senator of the Second District, comprising the counties of Spokane and Stevens.

Mr. O'Neill was born in Schenectady county, New York, in 1826, the oldest in the family of five children of James E. and Elizabeth (Marsh) O'Neill. His father was a native of Ireland, and his mother of New York. Grandfather James O'Neill came to America in 1812, first settled in New York city, and afterward moved to Schenectady county, where he spent the rest of his life and died. He was a tanner by trade,

Grandfather Silas Marsh, a native of Connecticut, was also one of the pioneers of Schenectady county. He kept a hotel and a fine farm. His death occurred in that county. James E. O'Neill was fifteen years old when he went with his father to Schenectady county, and in that county he spent his life. He built a store at Duaneburg, conducted business there from 1819 to 1876, and died in 1878. His wife lived until 1887 or 1888.

James received his education in the public schools and in the Albany and Gallupville academies. He began clerking in his father's store, and was afterward employed as clerk in Albany until 1849, when he engaged in business for himself as a provision merchant. In 1851 he went to New York, and conducted a similar business in that city until 1853. That year he came West, making the journey *via* the Isthmus of Panama, and upon his arrival in Oregon, located in Oregon City. He was agent for Wells, Fargo & Co. until the fall of 1857. After a visit to New York in 1858, he settled in Portland in 1859, and engaged in business there until 1861. He was soon afterward appointed teacher and superintendent of the Nez Percés, and was in charge of that tribe of Indians until 1868. Then he returned to New York, again engaged in the provision business there, and remained until 1878. Coming back to Washington that year, he was appointed farmer for the Coeur d'Alene Indians, which position he filled until 1887, and during that time materially advanced the interests of the Indians. He resigned in 1887. He had also been Postmaster of Che-we-lah for some time, and that position he resigned the following year. In 1881 he was representative to the Territorial Legislature from Stevens and Spokane counties. In 1888 he was elected County Auditor of Stevens county, filling the office two years. In the fall of 1889 he was elected to his present position, that of Senator, for a term of four years. While a member of the Territorial Legislature he put the bill through, incorporating Spokane Falls in 1881. In the Senate he is now serving as chairman of the Committees on Indian Affairs and Mines and Mining, and is also a member of the Committee on Internal Improvements.

The Major, as he is familiarly called, has always taken an active part in political affairs. At his majority he was a Whig, and continued as such until the Republican party was

organized. In 1855 he was a delegate to the first Whig convention ever held in Oregon, held at Corvallis. He was one of the leading spirits at Oregon City all the time he resided there. In 1856 he was elected Mayor of Portland, and in 1857 was re-elected to the same position. He was a delegate to the Seattle Convention in 1892.

Mr. O'Neill was married, in 1849, to Miss Caroline M. Grinnell, a native of New York. She died in 1871, leaving one child, Kate, now the wife of W. W. Tompkins, of New York city.

A great reader, an extensive traveler, a close observer of men and affairs, possessing a genial disposition, being a good converser and having a fund of reminiscences, he is indeed an agreeable and entertaining gentleman. He was a citizen of two Territories when they were vested with the dignity of Statehood, has witnessed the various changes which have taken place on the Pacific coast during the past four decades, and has not only been a witness to these changes but has also taken an active part in them, aiding materially in advancing the best interests of the great Northwest. As public official, municipal, county and State, he has discharged his trust with the strictest fidelity and to the entire satisfaction of his constituents.



CHARLES B. DUNNING, a member of the Spokane county bar, and a man who for several years has been prominently identified with the various interests of Spokane, was born at Smithville, New York, January 16, 1840. His father, John Dunning, a native of Scotland, went to Ireland when a young man, and was there married to Miss Ellen McKay, a native of the Emerald Isle. Immediately after his marriage he sailed with his bride for America, landing at New York about 1831 or 1832, and soon afterward settling in Chenango county, New York, where he now resides, having reached the advanced age of ninety-three, still being in the enjoyment of excellent health. He owns a fine, well-improved farm there. Mr. Dunning's mother died in 1873.

Charles B. made the best use of the educational advantages afforded him, and at the early age of fifteen years began teaching school. He subsequently entered Cincinnati Academy,

in Cortland county, New York, taking a full course and graduating in the spring of 1862.

In August of the same year he graduated, Mr. Dunning enlisted in the Eighth New York Cavalry, then going to the front, and served until the close of the war, being mustered out in Virginia, June 7, 1865. He served under Generals Buford, Wilson and Custer in the Army of the Potomac, was under Sheridan in the Shenandoah Valley, and during that time participated in many of the most important battles of the war. Twice he was wounded: at Brandeth Station, in Virginia, in 1863, he received a bullet wound in his leg, and while in hospital was promoted as Sergeant; in 1864, at Waynesborough, Virginia, he received a sabre cut in the knee.

The war over, he returned home, and the following two years studied and taught school, being in poor health during that time. He was then engaged in various occupations until the fall of 1879, when he sold out and came West. Landing in Walla Walla, Washington, that winter, he pre-empted a soldier's claim and bought other property, improved the same, and was engaged in stock raising there for six years. For the past six years he and his family have been residents of Spokane, and the probability of his leaving this city of his own free will is slight. Since coming here he has served the city in the capacity of Municipal Judge and as Justice of the Peace, in the meantime being admitted to the bar. While in office he tried more than 5,000 cases, and it is a fact worthy of record that not a dozen of them were ever appealed to a higher court. Mr. Dunning is interested in the McCabe, Johnson & Co. hardware business, has invested in the city of Hudson, a beautiful town site on the Columbia river, and is also interested in a number of mining camps. He has always been a worker in the ranks of the Republican party, and since coming to Washington has served as delegate to the State Convention. He is a member of Sedgwick Post, G. A. R., and at this writing is Assistant Adjutant General for the Department of Washington and Alaska.

Mr. Dunning was married, in 1867, to Miss Josephine Heller, of McDonough, New York, and he and his wife have had three children: William H., who died in 1887; Anna A., an artist and a graduate of Mt. Carroll Seminary, Illinois; and Mary E. The family are members of the Unitarian Church, of which Mr. Dun-

ning is Trustee and Treasurer. A gentleman of fine appearance and pleasing address, frank and cordial with all he meets, an earnest and efficient worker in whatever he undertakes, Mr. Dunning is as popular as he is useful.

FRANK A. BARTLETT, proprietor of the mercantile house of C. C. Bartlett & Co., and one of the most popular business men of Port Townsend, Washington, was born in Worcester, Massachusetts, April 23, 1859. He is the only child of Charles Carroll and Mary (Kane) Bartlett, of English-Irish ancestry. The progenitors of the Bartlett family emigrated from England to New England about 1634, and a descendant, Josiah Bartlett, was one of the signers of the Declaration of Independence.

Charles Carroll Bartlett, father of the subject of this sketch, was born, reared and educated in Kennebunk, Maine. He afterward went to Massachusetts, where he learned to manufacture boots and shoes, which business he followed uninterruptedly until 1864. In this year he embarked from New York city on the steamer *Golden Age* for Aspinwall, with San Francisco as his ultimate goal. Arriving at Aspinwall, he crossed the Isthmus to Panama and embarked on the steamer *Golden Gate* for San Francisco, but the steamer, becoming disabled on the way, it was towed into port by the steamer *Northern Light*. Mr. Bartlett then sailed on the brig *Monitor* for Puget Sound, and landed at Port Discovery, August 1, 1864. He shortly afterward crossed to Port Townsend, where he opened the Washington Hotel, which he managed successfully two years. He then purchased the general merchandise store of Francis W. James and continued in that business until 1871, when he sold his interest to Mr. James. Mr. Bartlett then bought the store and stock of Hastings Brothers, and, increasing the general stock, conducted it profitably for nine years. At the end of this time, in 1880, he erected the present handsome stone business block, containing two stores, 55 x 100 feet, which cost \$50,000. When completed he moved his stock into it, and in company with his brother, F. Albert Bartlett, and his son, Frank A., he organized the firm of C. C. Bartlett & Co., retiring from the active management of the busi-

ness shortly afterward. In 1883 he opened a trading post at Juneau, where he engaged in salmon-packing and mining operations, which he continued about eight years. In 1888 he repurchased the interest of F. Albert Bartlett in the store, the firm name continuing the same. Besides his individual business enterprises, Mr. Bartlett found time to take an active interest in the development of his adopted and favored city. Its citizens in turn sought to secure the benefit of his long and varied experience in public affairs by electing him to a number of responsible offices. He served them faithfully and efficiently for a number of years in each of the following offices: County Treasurer and County and Pilot Commissioner. He died in January, 1893, aged fifty-five years, leaving his widow and only child, Frank A. Bartlett, to perpetuate his name and inherit his fortune. The sense of loss which his death occasioned was not confined to members of his family, for his charity had been no less extensive than his enterprises, and many survived to bless his memory, while his community, which he had benefited by public counsel and wise administration of its affairs, realized it had experienced a deep calamity. ♦

Frank A. Bartlett, the subject of this sketch, son, survivor and perpetuator of an honored name, was about five years of age when he accompanied his father and mother to the Pacific coast, thus early becoming initiated in the hardships of pioneer life. He was reared in Port Townsend and educated in her public schools and at Bishop Scott's grammar school at Portland, Oregon. When eighteen years of age he entered his father's store as clerk, there learning those practical lessons in mercantile affairs which has been the foundation of a wide experience and great prosperity. Three years later, on attaining his majority, he became a partner in the firm and also general manager of the business, a deserved tribute to his ability and energy. That this confidence was not misplaced is proved by the steady progress of the business to its present large proportions, its operations being in general merchandise and shipchandlery.

In 1880 Mr. Bartlett was married to Miss Leila Seavey, an intelligent and accomplished lady, daughter of James Seavey, a well-known pioneer of the Northwest, and they have two children: Charles Carroll and Francis Merrill.

In politics Mr. Bartlett is a Republican, and

has done meritorious service in a number of public offices of trust. He was six years County Treasurer, two years a member of the City Council, and for some time Chairman of the Board of Health of Puget Sound. He has always stood ready to aid the business enterprises of his community, and his known financial ability and integrity have placed him in prominent positions in these undertakings. He was four years president of the Chamber of Commerce, has been treasurer of the Puget Sound Telegraph Company, director of Port Townsend Mill Company, president of the Port Townsend Steel, Wire and Nail Company, and has taken an active interest in organizing the Port Townsend Gas and Fuel Company, and is justly considered one of the representative business men of the Key City of Puget Sound.



LEMUEL P. HOLE, of Spokane, Washington, was born in Ohio, in 1860; his parents, Lemuel and Unity C. (Stanley) Hole, natives of Virginia. Our subject was educated in the Damascus Academy, at Damascus, Ohio, and in the Mount Union College at Mount Union, that State. He was then engaged in the loan business at Mankato, Kansas, three years; followed the same occupation at Huron, Dakota, three years, and then came to Spokane, Washington, where he has since been engaged in that business. Mr. Hole has a fine residence at 2212 Dean Avenue, which is furnished with all the modern improvements. Socially, he is a member of the Uniformed Rank and Myrtle Lodge, No. 14, K. of P.

He was married in 1886 to Miss Sarah E. Cooper, a native of Ohio. Mr. Hole is a thorough student, is posted in all the details of his business, and is kind and affable to all with whom he is brought in contact.



MM. COWLEY, president of the Traders' National Bank of Spokane, Washington, was born in Ireland, in 1841, and came to the United States in 1856, locating in Rochester, New York. In 1858 he crossed the plains to California, in which State he remained until the fall of 1861, when he

went to Hillsborough, Oregon, and remained there that winter. The next spring he moved to Walla Walla, Washington, and has made this State his home ever since.

He started a general merchandise store at Spokane Bridge, seventeen miles east of Spokane, in 1872, and did nearly all kinds of business, at that point continually until 1879, when he removed to Spokane, and has been prominently identified with that city since its first house was built. He was one of the organizers of the Traders' National Bank, which was founded in 1885; was its cashier for years, and is now its president. Under his management its capital has been increased from \$75,000 to \$200,000, and the bank is considered the soundest financial institution in the State.

Mr. Cowley was married in Walla Walla, Washington, in 1873, to Miss Annie Connelly, a native of Ireland. They have two daughters, namely: Mary Frances, aged seventeen years, and Nellie B., aged fifteen,—both attending school (the Academy of the Sacred Heart) in San Francisco, California.

Mr. Cowley is largely interested in real estate in and around Spokane; is a Democrat in his political views, and in his religious connections he is a member of the Catholic Church. He is loved and respected by all who know him, and there is probably no man in the State more thoroughly posted in the early history of this locality than he.

NUTON E. NUZUM, a prominent young lawyer of Spokane, Washington, is the son of Rev. G. W. Nuzum, a distinguished Methodist divine of Viroqua, Wisconsin, where Nuton was born April 28, 1862.

At the age of seventeen he graduated in the high school at Mazo Manie, Wisconsin, and engaged in business for himself, but shortly afterward entered the service of Phelps, Dodge & Palmer, of Chicago, one of the largest boot and shoe houses in the world, as a traveling salesman, and remained with them until the spring of 1887. In September, 1889, he visited this city and was attracted to the real estate business then so flourishing. He immediately opened a real-estate office and soon became one of the best posted and most successful real-es-

tate men in the city. Later he took charge of the business interests of John Burke, the Lewiston and Tacoma banker.

Mr. Nuzum had always manifested an aptitude for the profession of law, and even while in business had always given his leisure to its study. Early in 1891 he was brought into frequent association with Mr. Thomas C. Griffiths, who, recognizing his ability and energy, secured him for business associate and manager. As a result the firm has greatly prospered, and Mr. Nuzum has won the assurance of a brilliant future. His firm probably manages greater trusts than any other in the State.



CHARLES E. HALE, president and general manager of the Tacoma Grocery Company, has taken a part in building up the commercial interests of Tacoma that cannot be ignored in the history of the State in which that city is such an important center. There is no single institution in the city which has done more to give Tacoma prestige in the territory and in the channels of commerce from which it derives its support, than this important company. Mr. Hale has been the chief factor in placing the concern in the position it now occupies, yet this is but one of the many avenues through which he has aided in building up the city. For these reasons, a mention of his career and origin becomes interesting and valuable in connection with the chronicle of the later development of this region.

Charles E. Hale was born in Spencer, Massachusetts, July 14, 1848, and was reared to manhood there, receiving his education in the common and high schools of the town. At the age of sixteen years, he began a life of usefulness as an apprentice to the jeweler's trade, at which his time was occupied for four years, the last year as a finished workman. He then went West, and in the city of Lafayette, Indiana, entered the employ of O. W. Pierce & Company, wholesale grocers. Nine years with that house gave him a knowledge of that line of business, embracing a complete mastery of all the details of its handling, and with this essential experience and the means he had accumulated, during its acquirements, Mr. Hale embarked in the wholesale grocery business at Lafayette on his

own account. Three years of constant application in the building up of his business, left him with health broken, and to regain his wonted strength and energy, he decided upon closing out his interests there, and going south for a period of recuperation. This object having been accomplished, he selected Peoria, Illinois, as a location for his re-entry into business, and for seven years he was one of the prominent wholesale grocers of that important jobbing point. In January, 1887, Mr. Hale came to Tacoma to cast his lot with that promising young city, and opened a wholesale grocery establishment, which was merged into the Tacoma Grocery Company, incorporated in August, 1888, of which he was then chosen President, in which capacity he has since ably served its interests. Of this concern it is unnecessary to speak at length; it is one of the bulwarks of the city.

No enterprise is undertaken in Tacoma without soliciting the assistance of Mr. Hale; to all that promise substantial benefits to its interests, his encouragement is freely given. In many undertakings he has taken the initiative. He is a charter member of Tacoma's Union Club, and is an important unit in the composition of the Chamber of Commerce and the Commercial Club, with both of which organizations he has worked bravely and untiringly for Tacoma. These remarks are but the just and unvarnished tribute of history, briefly stated.

Mr. Hale was married in Lafayette, Indiana, to Miss Fanny Taylor; her father, William Taylor, figures in the history of Cincinnati as the first white child born upon the site of that city.



R H. THOMSON, Civil Engineer of the city of Seattle, Washington, is one of the progressive and enterprising young men of the Northwest. As such it is fitting that some personal mention be made of him in this work.

R. H. Thomson was born in Hanover, Indiana, in 1836, son of Samuel H. and Sophronia (Clifton) Thomson, natives of Kentucky. The Thomson family originated in Scotland. William C. Thomson went from Glasgow about 1720 to Donegal county, Ireland, from whence his son, James Thomson, and his family emigrated to this country in 1771 and settled in

Franklin county, Pennsylvania. From that place their descendants spread out over the United States, some of them being farmers and others ministers, lawyers, doctors and engineers. The Cliftons are descended from French Huguenots, who came to this country at an early day. Samuel H. Thomson was a scientist and educator, and for thirty-two years was Professor of Astronomy and Mathematics at Hanover College, covering the period from 1844 to 1876. During this period there were conferred upon him the honorary degrees of A. M., Ph. D. and LL. D. - He resigned his position there in 1876, and the following year came to California and settled at Healdsburg, where for four years he conducted the Healdsburg Institute. He died in 1882, in the seventieth year of his age. His widow is still living, having reached her seventy-third year. They had nine children, four of whom are now living, the subject of our sketch being the youngest son.

Mr. Thomson was educated in the Hanover College, where he graduated in 1877, receiving at graduation the degree of A. B., and more recently the degree of A. M. Engineering had been a specialty in his course of study. He came to California with his parents in 1877, and taught in the mathematical department of the Healdsburg Institute until 1881. That year he came to Seattle, arriving here September 26, the city at that time comprising a population of about 3,500. Mr. Thomson found employment in the office of F. H. Whitworth, City and County Surveyor, and in 1882 entered into partnership with him under the firm name of Whitworth & Thomson. They conducted a general line of engineering in railroad, mining and city work. From August 1884, until August, 1886, Mr. Thomson was City Engineer, and during that time drew the plans for the construction of the Union street sewer. This was the first sewer constructed in Seattle on thoroughly modern principles, and has been the pattern for much subsequent work. He also drew plans for and superintended the construction of the Grant street bridge, which is a roadway twenty-six feet wide and two miles long, built on trestle across the tide flats south of the city, connecting the city with the manufacturing districts.

In December, 1886, the firm of Whitworth & Thomson dissolved, and Mr. Thomson became the locating engineer of the Seattle, Lake Shore & Eastern Railroad, filling that position

until March, 1889. The country was rough, in many places making railroad work almost impossible, but his lines were adopted on many miles of main line west of the mountains. In March, 1888, he went to Spokane Falls, on the eastern division of the road, and located the two crossings of the Spokane river, and the line of road through that city, and also had charge of the construction of that part of the road, and of the depot and terminals. With the completion of that work he returned to Seattle and organized the engineering firm of R. H. Thomson & Co. After one year the firm changed to Thomson & White, continuing in a general line of work. In 1890 Mr. Thomson was appointed United States Deputy Mineral Surveyor for Washington, giving particular attention to the iron deposits of the Cascade mountains. In June, 1891, he was appointed County Surveyor, which position he resigned in May, 1892, to accept the appointment of City Engineer of Seattle, the partnership of Thomson & White being dissolved at this time. As City Engineer he has had under construction two sewer tunnels, each one mile long, connecting the interior valleys with the bay. These tunnels were exceedingly difficult to handle, running as they did through material of a glacial deposit consisting of clay intermixed with water, gravel and quicksand, at a depth of 135 to 235 feet under cover. These works have been carried to a successful completion by Mr. Thomson, although many skilled men believed success to be impossible.

In 1883 Mr. Thomson was married, in California, to Miss Addie, daughter of James Laughlin, one of the first settlers of Sonoma county. They have two children, James Harrison and Marion.

He is a member of no societies, but is a devoted believer in the doctrines of the Presbyterian Church, as were his forefathers for many generations.



HON. C. CROSBY, a representative pioneer of Washington, dates his advent to the State as early as 1851. Since that time he has been prominently identified with the growth and prosperity of Thurston and Lewis counties. When the industries of milling and manufacturing were in their infancy he gave every encouragement to those

undertaking their establishment. He justly has the distinction of being the pioneer merchant of Centralia, but inasmuch as many of the enterprises with which he has been connected are mentioned at length on other pages of this volume, this sketch will be confined to his personal history.

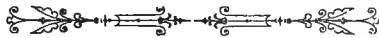
The place of his birth is East Brewster, Massachusetts, and the date January 6, 1838. His parents, Clanrick and Phebe H. (Fessenden) Crosby, were also natives of Massachusetts, and were descendants of old and influential New England families. Clanrick Crosby was a seafaring man, and was commander of the brig Grecian, the vessel in which the family sailed around Cape Horn to California in 1849. After some time in the port of San Francisco, Captain Crosby continued his voyage north to Portland, Oregon, where he disposed of his interest in the vessel and gave up his command. The following year (1850) he came to Washington and purchased property where the town of Tumwater now stands; there he engaged in milling and prosecuted other enterprises until the time of his death, in 1875.

C. Crosby, son of the above, is the eldest of a family of six children; he was a student in the schools of Forest Grove, Oregon, and also at Tumwater, where the family joined the father in 1852. After leaving school he engaged in business with his father, and remained at Tumwater until 1874; he then located permanently at Centralia and embarked in mercantile trade, which he has continued to conduct with marked success through a long term of years. He was elected County Commissioner of Thurston county in 1865, and for nine years served as Postmaster of Centralia, discharging the duties of this office with rare fidelity. In 1885 he was joint Councilman in the Territorial Legislature, the district he represented comprising Lewis and Thurston counties. He has been twice elected a member of the City Council, and has rendered the community most excellent service as a member of the Board of Trade. For many years he has given especial attention to the educational facilities afforded the youth of the State, and has done much to elevate the standard in his county.

Besides his mercantile business, Mr. Crosby has other investments that have proven very profitable; he has been one of the leading factors in the development of the native resources of both Thurston and Lewis counties, and is

highly esteemed by all classes of citizens. Politically he adheres to the principles of the Republican party. He is a member of the I. O. O. F., and of the order of Good Fellows.

He was married at Tumwater, December 23, 1863, to Miss Martha Ward, of Stark county, Illinois, and of this union four children have been born: Walter E. and Fannie (wife of T. J. Horner) survive; those deceased are Carrie E. and Ella M., who was the wife of Mr. W. H. Peter.



CHARLES S. WEST, superintendent and State agent of the Columbia River Paper Mills, is a resident of La Camas. Although the mills are located in this State, the industry is really an Oregon enterprise, and is owned almost exclusively by Portland capital. The plant was established about eight years ago, and is now worth about \$250,000. The mills are located at one of the most picturesque points along the Columbia river, are among the largest on the coast, and their product will compare favorably with those of any of the leading paper mills in the country. They give employment to about eighty men, without including those engaged in getting out cottonwood for the pulps. They consume about 3,000 cords of wood annually for pulps alone. The mills run continuously day and night, and are lighted by their own electric-light system. Mr. West, who superintends the entire plant, has spent his entire life in the manufacture of paper, as has also his father, who is an expert in the business. The latter was at particular pains to extend to his son his full knowledge, and the result is that our subject is familiar with the entire process, and has passed through every department. He works continually for the upbuilding of the reputation of the company, quickly adapts any new ideas that will tend to improve the quality of the products of the mill, and to him the company owe much for the reputation they enjoy on the coast as manufacturers of superior paper.

Charles S. West was born in Massachusetts, March 24, 1847, a son of George W. and Laura A. (Smith) West. The father was born in England in 1822, and came to America in 1844. The mother was a native of Connecticut, and her death occurred the same year as our subject's birth. Charles S., his parents' only child,

was reared and educated in Massachusetts, and in early life began the business which he has since continuously followed. He served as superintendent of the Vandalia Mills, of Illinois, five years; held a similar position at Batavia four years, and has five years' experience with the Turner Falls Mills, of Massachusetts. Mr. West took charge of the La Camas plant in February, 1890, and through his efforts the property and products have been brought to a high state of perfection.

At Watertown, New York, February 11, 1868, Mr. West was united in marriage to Miss Margaret A. Green, a native of that State. They have three living children: George C., employed in the mill; Catherine C., wife of F. F. Pittock, a journalist, and connected with the Daily Oregonian; and Laura A., at home. The deceased children are Joseph and Mary A. In political matters Mr. West is a staunch and active Republican. Socially, he affiliates with the F. & A. M., and now fills the official chair in the East of La Camas blue lodge, No. 75. He is also a member of Chapter No. 9, of Vancouver, Washington.



HON. ROBERT C. HILL, an honored pioneer of Puget Sound, Washington, and cashier of the First National Bank at Port Townsend, was born at Hatborough, Pennsylvania, September 14, 1829. His parents, Dr. John H. and Eliza L. (Davis) Hill, were natives of Delaware and Pennsylvania, respectively. His father, Dr. Hill, practiced medicine in Hatborough until 1836, when he removed to Philadelphia and engaged in the drug business.

The subject of this sketch was educated in the grammar and high schools of that City of Brotherly Love, and when seventeen years of age entered mercantile life as clerk in a dry-goods store, later being employed by the Richardson Manufacturing Company, with which corporation he continued until 1848. He then joined his father in New Jersey and engaged in the milling business. In the meantime, gold having been discovered in California, the country was thrown into great excitement, and among others who hastened to the Golden State were the subject of this sketch, his father and two brothers, Nathaniel D. and Humphrey.

They embarked in 1850 *via* the Panama route, arriving in San Francisco in July of the same year. The father of the subject of this notice there opened a lumber yard, and Robert acted as clerk in connection with this enterprise for a year. Being desirous, however, of trying his fortune in the mines, Robert went to Salmon river, where a short experience satisfied him that the work was too laborious, and he returned to San Francisco, where he engaged in the grain and feed business. In 1852 he became manager of his brother William's ranch in Sonoma Valley, and in February, 1853, removed to Whidby island, whence his brothers, Nathaniel D. and Humphrey, had settled in the previous year. Mr. Hill, of this notice, there located a claim adjoining that of Colonel Eby, and at once engaged in farming. This peaceful occupation was interrupted by the Indian war of 1855-'56, during which he was a member of the staff of Major Van Bokkelen, of the Northern Battalion, whose operations were on Snoqualmie prairie and along the Snohomish river. He afterward served three years as Clerk of the United States District Court of the Third Judicial District, over which Judge E. C. Fitzhugh presided, and which was the first court held in Coveland, on Whidby island, and which was later transferred to Port Townsend.

In 1861 Mr. Hill resigned his position, and went on a prospecting tour through California and Nevada, in which States he followed quartz-mining for six years. At the end of this time he once more returned to his farm on Whidby Island. Shortly after his arrival here, he was elected Auditor and Probate Judge of Island county, both of which offices he held for fourteen years, rendering in these capacities able service to the country, his administration being characterized by uprightness and impartiality. At the end of this time he resigned and removed to Port Townsend, where in the spring of 1883 he became associated with Colonel Henry Landis in the establishment of the First National Bank, in which Mr. Hill became cashier, the duties of which position he has since discharged with efficiency and honor. His energies, however, have not been confined to the requirements of that position alone; on the contrary there are few commercial interests in Port Townsend which have not felt the invigorating effect of his enterprising spirit. He was one of the original stockholders of the

Port Townsend Southern Railway Company; Port Townsend Sawmill Company; Port Townsend Hotel Company; Steel Wire & Nail Works; the first street railroad; and many other enterprises. He owns much valuable and improved business and residence property in Port Townsend and many acres of realty about the Sound, and is altogether one of the most substantial men of the community.

February 21, 1875, Mr. Hill was married in Olympia, Washington, to Mrs. Elizabeth Phillips, an estimable lady, widow of Charles C. Phillips, a prominent pioneer of 1852. Mr. Phillips, on coming to the Sound country, first settled at Tulalip, where he built a sawmill, but some time later engaged in mercantile business at Oak Harbor on Whidby island, where he remained until his death. Mr. and Mrs. Hill have four children: Albert C. Phillips, Robert H., William H., and Harry C. Hill, all promising young Washingtonians.

Politically, Mr. Hill is a Democrat, but not particularly active in public affairs, other than availing himself of his right of franchise and in supporting home government, being void of personal ambition for office. He is fraternally a member of the thirtieth degree, Scottish Rite Masons, of which order he is Past Grand Master in Washington. He is, socially, popular and genial, is upright in every department of life, and as a citizen is characterized by liberality and public spirit.



THOMAS LAVERY is of Irish and English parentage, and was born in Middlebury, Vermont, August 24, 1841. A year or two after his birth the family, comprising eleven children, moved to Valatia, New York, where the boy was put to work in a cotton mill. Thence they moved to Willimantic, Vermont, where he was similarly employed, and later to Albany, New York, where he worked in a fish market with which was connected a saloon, and it was there that he acquired a taste for liquor which afterward brought him so much misery and disgrace. In 1854 the family removed to Chicago, where the mother opened a boarding-house. Her hands were too full of daily cares and duties for her to keep a strict eye on a boy of Tom's active and vivacious nature, and he seemed to have taken

charge of his own affairs by associating with adventurous youths, who brought him only evil and the fearful knowledge of the streets. Of other schooling he had but little, though his quick perceptions, and in later years his eager thirst for knowledge, largely supplied this want. For a while he was in the employment of a physician, Dr. McVicker, of the Marine Hospital, where he picked up much information that was useful to him in his after experiences. Leaving the good doctor, he found work in the quarries, where he became so proficient at the work that he was sent south to assist in building a levee around a plantation in Louisiana. Returning to Chicago, he found no difficulty in obtaining employment, but the habit of drink was by this time firmly fixed, and his earnings were squandered in bar-rooms. Generous to a fault, kind-hearted, a good singer and story-teller, he had hosts of friends, and was regarded by all as a "good fellow," which he says is "another name for a fool."

In the spring of 1861, President Lincoln issued his call for 75,000 troops to put down the Southern rebellion. Tom's opportunity had come. At that time he was working in the engine-room of the Mechanical Bakery. He says: "I went on top of the boilers, threw the weight off of the safety-valve, pulled the fire out from under the boilers, stopped the machinery and ran down to enlist, leaving a hundred men and over idle." He enlisted in the Twelfth Illinois Infantry, Company A, and went to Camp Yates, Springfield, Illinois. There the regiment was formed, Lavery being indefatigable in his efforts to fill up his company. At the expiration of three months' service, he immediately set to work, together with the late Fire Marshal D. B. Kenyon, to raise a company for the Fifty-seventh Illinois Infantry. Kenyon was Captain and Lavery was afterward appointed color-corporal, in which position he fought in the battles of Fort Henry, Fort Donelson and Shiloh. In the last-named battle he distinguished himself for bravery, and was regarded as a hero by his regiment. It had made a desperate but unsuccessful charge upon the enemy, when it was discovered that a stand of colors had not been taken. Lavery, with nine others, started to take them, he alone returning, wounded nearly unto death.

His wounds kept him in the hospital for about six weeks. He then returned to Chicago, and as soon as able began to recruit for his

regiment. Returning to the army, he reached Corinth October 2, 1862, his wounds being not then fully healed. The battle of Corinth occurred on the following day, and he remained with his regiment until the close of the war, receiving several scratches and also a wound on the forehead from a spent ball at the battle of Bentonville, North Carolina.

After the war Lavery returned to Chicago and engaged in the saloon business, keeping four different saloons in as many years. The last place he kept was at 107 West Kinzie street, and was a low dive known as the "Well," a resort for hardened and unsavory characters. It is needless to say he was by this time a hard and steady drinker. With many manly qualities, and having a kind and generous disposition, he fast became so besotted by drink that, according to all human judgment, there was no hope for him. Lavery's dissipation had now gone so far that he wholly neglected his business, which he put a summary end to by selling out his license and fixtures and going on a protracted spree. Why prolong the sad, pitiful tale? Why follow this poor, friendless, homeless man through his wretched and woful experience? The sequel will show.

On December 4, 1881, Lavery drew his pension and rented two rooms on North Halsted street. His wife, who was and is an earnest Christian woman, again besought him, as she had done so many times before, to break the spell of his evil habits and begin a new life; and again, as before, he promised to make a brave strike for freedom and manhood. He did not know it; it was too much to hope for, but the hour of deliverance was at hand. Near his lodgings on Halsted street Ben Hogan at this time was carrying on a mission. Thither on the evening of December 13, 1881, Mrs. Lavery conducted her husband's unsteady steps. A more unpromising object was probably not in the room that night than the subject of our sketch. He entered and took a seat in front of the speaker,—an earnest man who was telling his experience as a drunkard and prize-fighter, and how he had been saved by the gracious power of God. Tom understood that language. It was not fine and flowery, but it was direct and to the point. It was preaching straight from the shoulder. Looking across the room, he saw a boon companion, and, for a wonder, he was sober and seemed mightily interested in the services. Then after the evangelist's talk there

was singing, and that touched Tom again, for he was a singer, too. The tears were in his eyes and a big lump in his throat and a mighty purpose struggling in his heart. An invitation for those who desired prayers was given, and "Hickory," as Lavery had been dubbed, was on his feet in an instant, and he who entered that room a wretched, defiled sinner, went out a happy, purified soul.

On Easter Sunday of the following year he became a member of one of the churches of Chicago, of which he has since been an earnest and useful member; his interest, of course, was especially strong in men who were striving to break from the terrible bondage of drink, and though his means were humble, he would take them to his house, minister to their necessities, and point out the way of salvation. In 1884, Mr. and Mrs. Lavery had charge of the day nursery at 368 South Clark street, Chicago, under the auspices of the Woman's Christian Temperance Union, Mr. Lavery looking after the destitute people in that section of the city, distributing clothing and speaking to the drinking men words of advice and counsel, and opening to them the word of God. In 1855-'56 he had charge of the Bethel Home mission, in which position he accomplished much good.

He is chaplain of the Fifty-seventh Veteran Volunteers, and quietly and understandingly, in a straightforward and manly fashion, tells his old comrades and others what the Lord has done for him. At present he is engaged in evangelistic work and is meeting with large success. His words are recognized at once as those of one who knows whereof he speaks, and from the results of his labor in Illinois, Indiana, Iowa and other places, his friends predict for him increasing success in his Master's vineyard. May the Lord keep him and bless him in his work!



JAMES W. COCHRAN, one of the pioneers of the State of Washington, was born in Boone county, Missouri, April 3, 1831, was reared and educated in that county, receiving only a common-school education in the schools of that locality. His father, John G. Cochran, was a native of Madison county, Kentucky, born in 1799, and his grandfather, William Cochran, was a native of Virginia who re-

moved to Missouri when John G. was but seventeen years of age. After Mr. Cochran became of age he was married to Miss Delina Jane Wilcox, also a native of Kentucky, and then took up 160 acres of land in Boone county, near Rocheport, improved this place and made it his home as long as he lived. He died in 1865, at the age of sixty-four years, his wife having preceded him in 1856, at the age of forty-eight.

Mr. and Mrs. Cochran had a family of ten children, of whom, our subject, James, was the fourth, and there are yet seven survivors, all approaching advanced age. Our subject was married in Missouri in 1853, to Miss Jane Goodwin, of Randolph county, Missouri, and began his business career by taking a homestead and using the money which his father gave him to prove up his claim. Here he lived for a number of years, but Mrs. Cochran died in 1857, leaving her husband with two children. They are now both grown. Delilah J. married R. D. Calvert, now of Boone county, Missouri; and John W. now lives in California.

Our subject married again, December 27, 1859, expousing Mrs. Cynthia A. (Angel) Moss, also a native of Boone county. She had one daughter, Ida, who died at the age of thirty-six. After our subject had farmed for several years and saw that his efforts did not bring him the returns he desired, he concluded to remove to the coast country, not determining just where he would stop. Hence he fitted himself with three yoke of oxen, one yoke of cows and a wagon, and sold his farm for what he could realize out of it. On April 14, 1864, he started with his family to cross the plains. Five months of weary travel, with incidental hardship, brought them to Grand Ronde valley, Oregon, September 14, 1864, and here they remained for one month, and then moved to Walla Walla valley. They remained a short time there and then went to the Willamette valley in Oregon, where he remained one year; but not liking the country as well as he wished for a place where he should make his permanent home, he returned to the beautiful Walla Walla valley. Here he arrived without a cent of money, and his team had dwindled down to one yoke of oxen and an old wagon. He took up a claim at the head of Dry creek, where he lived until he had proved up and deeded his land. He then sold and went down the creek a few miles, where he bought 367 acres of the land where he now lives. At the present he owns 670 acres ten

miles from Walla Walla adjoining Dixie, a nice little town which has grown up since his location here.

Our subject and his boys do all the farming and raises on an average 8,000 bushels of grain yearly. Like many others among the successful farmers of Washington our subject has made his fortune since coming here. Many men miss their opportunities and others know how to seize them. The great opportunity of our subject was his location in this State, and his good judgment taught him what kind of land to select, and industry and economy have done the rest. Not only has he a fine farm, but he has just completed a large and handsome residence which would do credit to any farming community in the State.

Mr. and Mrs. Cochran have a fine family of sturdy, manly sons, all of whom are yet at home. Their names are, Isadore, Adelbert, George, Samuel and Jesse. They manage the farm and desire their father to take his ease. He has made one visit to his native State. In 1890 he took his good wife across the country they had once gone over with so much trial, and continued back to the old home on a visit to the old acquaintances who were left. It took but four days to cover the distance that they had consumed five months in crossing, and on the way were fine farms where twenty-eight years before wild animals were roaming. The trip was enjoyable in many ways. Our subject was Postmaster of Dixie for eight years, this being the only public office he has ever held. Politically he is a Democrat.



GEORGE W. KUMMER, one of the representative business men of Seattle, was born in Allentown, Pennsylvania, July 6, 1851, a son of Jacob Kummer, a native of Berne, Switzerland. The father removed to the United States with his parents in childhood, locating in Allentown, Pennsylvania, where he was reared and educated. After reaching years of maturity, he carried on a prosperous business in farm produce, shipping from Allentown and Philadelphia to New York. Through a dishonest partner, he lost a large amount of money, which so prayed upon his mind and so shattered his health that he never fully recovered. Mr. Kummer married Miss Rebecca Huntsberger, a

native of Virginia. In 1854 the family removed to Summit county, Ohio, where he operated a small weaving factory.

George W., the subject of this sketch, remained with his parents to the age of eight years, when he was apprenticed to a cattle man, and for three years followed that occupation through western Ohio and eastern Indiana. At the age of eleven years he was apprenticed to a farmer, his wages being paid in corn to his father, and he received plenty of work but few privileges. From the effects of hard labor his health was so broken at the age of nineteen years that six physicians pronounced his recovery as hopeless. With indomitable spirit and perseverance Mr. Kummer then went to Akron, Ohio, and applied for a position with the Beacon Publishing Company, entering their office as printer's devil, at \$3 per week, paying the same amount for meals at a colored man's restaurant, and sleeping on a table in the publishing office. By extra work he was soon enabled to make a little money, which he invested in books and, by attending a night school, he thus began his education. By hard and incessant study he advanced rapidly, and at the end of his second year with that company was asked to go into the editorial room as reporter. Mr. Kummer held that position three years, which was followed by three years as bookkeeper in the business office, three years as foreman of the composing room, ten years as city editor of The Akron Daily Beacon and later as managing editor. While holding the latter positions he was also correspondent for eleven of the leading daily newspapers of the East, furnishing and wiring an average of 10,000 words per month during ten years.

With his multitudinous duties, Mr. Kummer again suffered from ill health, and in the fall of 1889 he sought a change of climate in Portland, Oregon, where he acted as business manager of the Pacific Christian Advocate for five months. He then came to Seattle, to accept the position of Secretary and Treasurer of the Puget Sound Fire Clay Company, which opened a new field for study and research. Quickly foreseeing the possibilities, he entered zealously into the study of chemistry and the analysis of clay formations, and with the organization of the Denny Clay Company, April 1, 1892, he became one of the incorporators, and was duly elected Secretary and General Manager. The company own their own coal and clay mines at Kummer and Taylor, stations on the Columbia and Puget Sound

Railroad, transporting their clay to their factory five miles south of Seattle, on Dwamish river. They have a large and extensive establishment for the grinding, mixing and pressing of their clay products, employing 150 hands in the several departments, which are heated by steam, lighted by electricity and are very complete in every detail and appointment. Their salt-glazed vitrified sewer pipe varies in size from two to twenty-four inches in diameter, with a restraining force almost equal to iron piping. The flint fire clay has a tenacity unexcelled by clays in the United States, and they are producing fire brick, fire proofing, paving brick, building blocks, terra cotta dry-pressed and pottery in quantities and with rapidity to meet the requirements of the Northwest.

Mr. Kummer was married in Akron, Ohio, in March, 1875, to Miss Jennie Robinson, a native of Wisconsin. They have three children: Ruby G., John A., and George W. Socially, Mr. Kummer affiliates with I. O. O. F. He is a Trustee of the Merchants' and Manufacturers' Exchange, and is a man thoroughly respected for his ability, perseverance and sterling business principles.



DANIEL KELLEHER, one of the active and able young lawyers of the Seattle bar, was born on a farm near Middleborough, Massachusetts, February 5, 1864. In early life young Kelleher learned to appreciate the advantages of an education, and, to prepare himself for his professional career, after passing through the public and high school at Bridgewater, Massachusetts, he entered Harvard College, graduating at that institution in 1885, with high honors. He then went to Syracuse, New York, as private tutor in fitting young men for entrance to Harvard College, and at the same time followed a line of legal study in the office of Tracy, McLennan & Ayling. Mr. Kelleher was duly admitted to practice in the courts of New York State, and was then engaged in his profession at Syracuse until in March, 1890.

In that year he came to Seattle, Washington, and immediately began practice with G. Meade Emory, subsequently organizing the law firm of Bausman, Kelleher & Emory, which is well and favorably known through the Northwest. Mr. Kelleher is a careful observer and a close stu-

dent, and for this reason is rapidly forging to the front in his profession, and has already built up a very lucrative practice. While devoted to his profession, he also takes an active interest in Democratic politics of the State. In the fall of 1892 he was honored with the nomination for Superior Judge of King county. The county is decidedly Republican, but Mr. Kelleher received the vote of his party, and was also complimented by many votes from his Republican friends, though the total number was insufficient to elect him. Mr. Kelleher is unmarried, and is a member of no orders, but is following a line of thought, study and research, which will ultimately place him in the front rank in his profession.



DR. DARIUS MASON, a prominent physician of Spokane, Washington, was born in the old and wave-washed town of New Bedford, Massachusetts, in 1830, the youngest in a family of nine children, his parents being Olney and Lillice (Pierce) Mason, natives of Massachusetts. The Doctor's father was an architect and builder of New Bedford, and owned a country estate in that county. His grandfather, Noble Mason, was also a native of Massachusetts, and was a farmer by occupation. The family are descended from the English, their ancestors being among the early settlers of New England. His maternal grandfather, Preserved Pierce, a Baptist minister and a native of Massachusetts, was a cousin of President Pierce, the Pierces also being of English descent. The Doctor's father died in 1850 or 1851, and his mother passed away in 1854. Both were members of the Baptist Church.

In the Friends' Academy at New Bedford, Dr. Mason received his early education and graduated there in 1849. In 1850 he began the study of medicine under the instruction of a preceptor. He then spent one term in the medical department of Harvard College, after which he entered the College of Physicians and Surgeons at New York, where, three years later, he graduated with the highest honors. After becoming a full-fledged M. D., the young physician began a course of practical training in that most thorough of schools, the New York City Hospital, from which place he was subsequently transferred to the Children's Hospital on Randall's Island, where he remained fifteen

months, mastering every type of disease known to youthful organism. Believing that he could win his way in the West, he went to Prairie du Chien, Wisconsin, in 1856, and quickly built up a lucrative practice there, his remarkable skill bringing him at once into prominent notice and favor. At the beginning of the war Dr. Mason reported for duty, and was appointed surgeon of the Thirty-first Wisconsin Regiment. Through all the engagements in which that regiment participated during the long struggle, Dr. Mason was ever at the front, doing excellent service. He was mustered out in August, 1865, and returned to Prairie du Chien, resuming his old practice. In 1878 he removed to Milwaukee, and during his eight years' residence there was considered one of the most capable members of the profession.

Since 1886 Dr. Mason has been a resident of Spokane, and here as elsewhere he has met with eminent success in the practice of his profession. He does a general family practice, at the same time making a specialty of gynecology. He is a member of the State and county medical societies, helped to organize both, and was the first President of the latter, serving two years. While in Wisconsin he was a member of the State Medical Society there, and served as its President in 1878. He is also a member of the American Medical Association and has been made an honorary member of both the California State Medical Society and the Rocky Mountain Medical Association. He is an occasional contributor to medical magazines.

Dr. Mason has been twice married. First, he wedded a Miss Brisbois, of Wisconsin, who died in 1882, and in 1886 he married Miss Bean, a native of Pennsylvania.

The Doctor is a member of the Masonic fraternity, being a Knight Templar. He is also a member of the military order of the Loyal Legion of the United States, of Wisconsin Commandry.

GEORGE K. REED, of the firm of Galusha & Liftchild, real-estate dealers, Spokane, Washington, has recently identified himself with the interests of Spokane. He has, however, spent most of his life in the Northwest.

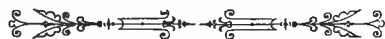
Mr. Reed was born in Jefferson county, Iowa, in 1843, being fourth in the family of James

M. and Hettie (Morgan) Reed, natives of Tennessee and Kentucky respectively. His father was one of the early settlers of Iowa, and in 1852, when the subject of our sketch was nine years old, he moved to Albany, Linn county, Oregon. He developed a farm there and made his home on it until 1872, when he located in Walla Walla. He still resides at the latter place.

Mr. Reed was educated in Albany. In the fall of 1860 he went to Walla Walla, and the following year went to the mining camps in Idaho and engaged in mining. He also kept a general merchandise store at Elk City. In the fall of 1869 he started out on a tour through Oregon and California. In 1876 he opened a hotel in Dayton, Oregon; subsequently went back to Walla Walla, and was engaged in the real-estate business there until 1883. He then came to Spokane and established himself in business, but in 1887 went to Douglas county and turned his attention to the stock business. He bought and improved a ranch there and is now the owner of a fine tract of 480 acres, an excellent stock ranch. He owns a stallion and several breeds of fine horses. He is also interested in town property at Coulee City, Almira, Hartland and Bridgeport. Recently Mr. Reed moved to Spokane and has associated himself with the firm mentioned at the beginning of this sketch.

He was married in March, 1870, to Miss Lora O. Cradall, of Eugene, Oregon, and has two children, Frank J. and Georgia.

Mr. Reed has frequently been spoken of for political preferment, but has always declined office. He is an Odd Fellow.



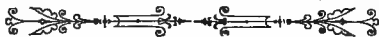
HARVEY JAMES BROWN, attorney-at-law, Spokane, Washington, was born in Marion county, Oregon, in 1860. His father, John J. Brown, was born near Gallatin, Sumner county, Tennessee, and his mother, Sarah Emeline (Kirkpatrick) Brown, was born in Adams county, Illinois. His father and mother were among the early pioneers, having crossed the plains and settled in Lane county, Oregon, in 1852. The subject of this sketch is the youngest of four brothers. He had the best of educational advantages, received his early training in mercantile pursuits,



J. M. Colman

and his early education at Salem, Oregon. He took a college course at the Albany Collegiate Institute; attended the Business College at Portland and studied law at the Columbian University, Lebanon, Tennessee, graduating with the degree of LL.B. at the last named institution in 1888.

After his graduation he at once located in Spokane, and the same year he was admitted to the Bar of the State of Washington. In the following year (1889), he began the practice of his profession with Johnston & Dabney. He takes an active part in political matters and in 1890 was nominated by the Democratic party for the State Legislature. He was, however, defeated, on account of his district being overwhelmingly Republican. Mr. Brown is a member of the First Presbyterian Church of Spokane and of the Y. P. S. C. E., also a Sigma Alpha Epsilon fraternity man. He was united in marriage to Miss Rosa Mack, of Neodeska, Kansas, in 1890; the bride was a beautiful and highly cultured lady, and at her death, which occurred in the fall of the same year of her marriage, was sincerely mourned by her husband and a host of her friends.



JAMES MURRAY COLMAN.—To no one man is greater credit due for individual effort in the development of Seattle than to James M. Colman, who, though in no sense a pioneer of the town, brought to the pioneer settlement a business force and enterprise which resulted in untold benefit to the little struggling community. Mr. Colman was born in Dunfermline, Fifeshire, Scotland, June 17, 1832. After receiving a thorough technical education as a machinist and engineer he came to the United States in 1854. He was employed for short time at Paterson, New Jersey, but the same year removed to Milwaukee, Wisconsin, and entered a large machine shop. His ability soon brought him marked recognition and after six months he was made superintendent of the shop.

In 1858 he married Miss Agnes, daughter of George H. Henderson, of Waukesha county, and remained in Milwaukee up to 1861, when he learned of the undeveloped resources and superior opportunities of the Pacific coast, and by water and the Isthmus of Panama he came to San Francisco. While there he fell in with

the agents of the Port Madison Mill, and by them was engaged as manager of the large sawmill at Port Madison, and at once came to Puget Sound and entered upon the duties of his position. In the spring of 1864, Mr. Colman purchased of Renton and Howard the old Port Orchard mill, and left Port Madison to take charge of his own property. This mill was torn down and replaced by a more modern mill in 1868, and the latter was entirely destroyed by fire within the following year. This disaster left him bankrupt and penniless, but his reputation as the best machinist and millright on the Sound was thoroughly established and employment was readily found. Hanson, Ackerman & Company, proprietors of the large sawmill at old Tacoma were desirous of rebuilding upon a much larger scale and Mr. Colman was promptly engaged at a liberal salary as superintendent of the work and manager of their business. He constructed the largest and most conveniently arranged and economically operated mill on the Sound. Thoroughly satisfied with the work the company then engaged Mr. Colman as superintendent of the mill, and he continued in that capacity until spring, 1872, when he removed to Seattle. He then leased the old Yesler mill for Preston & McKennon of San Francisco for three years and took charge of the mill for those gentlemen. From this date he became a leading factor in the development of Seattle. Lumber was at that time the leading industry of the Sound, although some coal was being shipped from Bellingham Bay, though in limited quantities, as there were no railroads and no direct steamship communications with San Francisco. Money was a scarce commodity and commanded readily two and one-half per cent. per month. Seattle was a place of about 1,000 inhabitants, with a smaller population than Olympia and less business than either Steilacoom or Port Townsend. The only manufacturing enterprise was the sawmill conducted by Mr. Colman, and the only commerce was the interchange of a sack of flour and a side of bacon for a bushel or two of potatoes raised among the stumps on White or Dwamish rivers. About this time there was great enthusiasm manifest over the prospective terminus of the Northern Pacific railroad being established at Seattle, but when the terminus was fixed on Commencement bay and named Tacoma, the hopes for Seattle's becoming a railroad town were dissipated, and for a time the most sanguine became depressed. The reaction

soon came, and it was resolved that, failing of help from outside sources, the citizens would show what they could do for themselves. A mass meeting was called and the Seattle and Walla Walla Railroad Company was organized. Survey previously made was secured and stock was liberally subscribed by the citizens. Owing to the scarcity of money, almost all this stock was paid for in land at an appraised value. Two separate days were chosen, and all able-bodied men in the town turned out with pick and shovel, while the ladies of the town attended with an elaborate basket lunch for the laborers. In this manner about three miles of road bed was made ready for the ties. In a short time the enterprise languished for want of ready funds. The citizens having failed to enlist capital in their little railroad enterprise, after having twice sent representatives to the East for this purpose, Mr. Colman foresaw that the completion of this road and the developing of the coal mines along the route would save Seattle from settling down into a mere milling hamlet. He presented to the business men of the city the following proposition: he would advance \$10,000 to the company if five other men, all of greater wealth than himself, would advance an equal amount, and if the citizens would loan \$30,000 on ten per cent. bearing bonds, secured by the entire property of the road after the \$60,00 had been expended upon it. Failing to accomplish his design by this liberal proposition, he offered to advance \$20,000 if the other parties would conjointly advance \$40,000. His last proposition was accepted, this being the spring of 1875. He had succeeded Preston & McKennon in the lease of the sawmill, and his attention was demanded by his own private interests, but, at a personal sacrifice, he consented to take charge of the affairs of the company and he promptly inaugurated work in the construction of the road. The \$30,000 of bonds were never all sold, although Mr. Colman purchased some of them himself. Of the \$40,000 subscribed only \$2,500 balance was ever paid in.

The rest of the money for the completion of the road to Renton, distant thirteen miles, was raised by Mr. Colman on personal security, and at that time he was not a wealthy man. All he had was the earnings of the leased mills and the savings of a few years, but he was possessed of a large credit through his straightforward, honest methods of transacting his business. In his efforts to secure a dollar's worth of work for every

dollar paid out, he became time-keeper, book-keeper, superintendent of construction and master mechanic; and every item of expenditure was as carefully inspected as in the most economically conducted private business. Duly arriving at Renton, Mr. Colman naturally expected business from the Renton coal mines, but as the proprietors of the mines had secured control of the New Castle mines, which were more cheaply worked, and had shut down at the Renton mines it then became necessary to continue the railroad seven miles farther. This extension was made by Mr. Colman, who used his own means and private credit exclusively for that purpose. Both of these means of financial recourse he necessarily strained to the utmost, but with the completion of the road, it immediately became a most valuable property and was the means of insuring the constant working of the New Castle mines, the reopening of the Renton mines and for a time the operating of the mine at Talbot. For two and one-half years Mr. Colman remained in charge of the railroad, working from twelve to twenty hours per day, filling positions, where, under subsequent management five and six men were employed. In 1879 the railroad and coal mine were sold to Mr. Villard, and upon the reorganization the name of the corporation became the Columbia and Puget Sound Railroad Company. Mr. Colman was retained as superintendent for two and one-half years, when he was compelled by failing health to retire. This enterprise was the first great factor in developing the resources of the country and was signally potent in the upbuilding of Seattle.

After his retirement Mr. Colman sought rest and recreation by travel in Europe; returning in 1884 he purchased some coal property on the line of the Columbia and Puget Sound Railroad, and with John Collins of Seattle, and other capitalists of San Francisco, organized the Cedar River Coal Company, which opened and is successfully operating the mine. It is a noticeable fact that since Mr. Colman settled in Seattle, every dollar he has made has been invested in business enterprises which operated directly for the public good, such as sawmills, foundries, machine shops, sailing vessels, steamboats, coal mines, railroads, wharves, coal bunkers, and brick buildings of the most substantial character. Among his early purchases of real-estate was the corner lot on Commercial and Yesler avenues, and thereupon he erected the first

brick building ever built in Seattle for rent. This building was destroyed by fire in 1889, but has been replaced by a large stone block, among the handsomest structures in the city. His other noticeably large building covers the entire block between Columbia and Marion streets, and from Front street to Railroad avenue. This building, six stories high, was planned before the fire, and the corner stone was laid while the block was covered with frame buildings; these were removed by the fire of June, 1889, and the process of constructing his new building then went rapidly forward; but foreseeing the probable objection to high office blocks, he raised his structure but three stories above the street, leaving the completion of the remaining three stories until there should be a manifest demand for such accommodations. The wisdom of his decision to stop them has been signally manifest judging from the many vacant offices in the higher buildings. The action of the teredo upon piling along the water front induced Mr. Colman to establish a plant for the treating of piles to a creasote process, whereby the life of the pile was increased from a few months to an unknown number of years.

This brief sketch would be incomplete without some slight reference to Mr. Colman's domestic life. He has living two sons, L. J. and G. A. Colman; both rare specimens of Christian gentlemen. Yachting is the favorite pastime of their summer outings, and under their father's tuition both have become expert mechanical engineers. With them pleasure is not a ruling passion, but both have been reared to business habits, and are now the representatives of their father in his many business enterprises, worthy scions of one who is the embodiment of integrity and Christian virtues, and whose name will be engraved with honor upon the historic pages of Seattle.



FRANCIS PIERCE HOGAN, one of the leading citizens of Spokane, was born in Ballingarry, Tipperary county, Ireland, in 1848, a son of Patrick and Mary (Butler) Hogan, also natives of that country. The parents came to the United States in 1848, settling near Portage City, Columbia county, Wisconsin, which was then a wilderness. The father improved a farm of Indian land, being engaged in

that occupation until 1865. In that year, and in company with his son, our subject, he enlisted in Company K, Forty-ninth Wisconsin Infantry, under A. J. Cheney, and served principally in Missouri. Francis was then under seventeen years of age, and was detailed as Despatch Orderly on the staff of General Beveridge. They were discharged at St. Louis, in November, 1865, and both then resumed farming. In the spring of 1866 they removed to Pope county, Minnesota, where each took up Government land, under soldiers' right. The father has now one of the finest farms in that county, and both he and his wife still reside near Villard.

Francis P. Hogan, the eldest of twelve children, was successfully engaged in farming and trading on this place until 1873, and in that year came to the Pacific coast. He first settled at Roseburg, Oregon, where he began the study of law in the office of Watson, Lane & Willis. Shortly afterward he was appointed Prosecuting Attorney of Douglas county, served in that position until elected Sheriff of the same county, and declined the third nomination of that office to engage in business. Mr. Hogan afterward held the office of Mayor of Roseburg one term, followed merchandising several years, in 1880 was elected a delegate to the Democratic Convention at Cincinnati, and in 1884 was a delegate to the National Convention at Chicago, where he was an ardent supporter of Cleveland. In 1887, on account of the ill health of his family, he came to Spokane, and immediately made investments in property. He owns a brick plant and engages in the manufacture of all kinds of brick, including pressed and ornamental. He now owns the Hogan building on Monroe street, a block on Monroe, from Sprague to First street, a beautiful summer residence at Spring Valley Park, including seventy acres of land, 160 acres in Spokane, and other valuable property. In 1892 Mr. Hogan was appointed a delegate to the Democratic Convention at Chicago, where he again supported Cleveland.

In 1876 he was united in marriage to Miss Mary Flood, a native of Indiana, a daughter of J. C. Flood, the pioneer merchant of Roseburg, Oregon, and a granddaughter of General Joe Lane. To this union has been born five daughters: Mabel, Bertha, Mildred, Vinnie and Cecilia. The four eldest are attending the Sisters' School. Mr. Hogan is an intelligent and enterprising gentleman, and by his zeal and

energy has done much toward building up this city. Social in disposition, and generous in character, he is one of the most successful business men in Spokane. Religiously, the family are members of the Catholic Church.



ALBERT P. WOLVERTON, a real-estate dealer of Spokane, was born in Oregon, in 1855. He received his preparatory schooling in the public schools of his native State, and then took a scientific course in the Monmouth or Christian College, graduating in 1877. The following four years was spent in farming, and he then came to Spokane, Washington, where he engaged with his brother in the hardware business, opening the second store of its kind in the city. Three years later the firm dissolved partnership, and Mr. Wolverton was then engaged in the agricultural trade one year; in 1885, with T. F. Conlan, organized the Spokane Hardware Company; in 1888, on account of ill health, severed his connection with that company, and since that time has followed the real-estate business. He owns a half interest in the Temple Court Block, and is the owner of a new business block on Main street, and an extensive farm near Spokane.

Mr. Wolverton was married in 1888, to Miss Lulu Miller, a native of New York. To this union have been born two children, one, Van Albert, is still living. Our subject is one of the most enterprising business men in this city.



HARRY F. BAER, a prominent business man of Spokane, was born in Chicago, Illinois, October 11, 1854, a son of Adam and Adelina (Spangnoble) Baer, the former a native of Hesse Darmstadt, and the latter of Hanover, Germany. The father was a merchant by occupation. In 1842 the parents came to the United States, locating in Chicago, Illinois.

Harry F., the subject of this sketch, received his education in the public schools of his native city. After leaving school he was engaged in the cattle business in Cheyenne, Wyoming, until 1881, and in that year removed to Oregon. He next followed mining in Alaska, then rail-roading in Washington; next was associated

with Mr. Goetz in merchandising at Heron Sid-ing, Montana, one year; then located at Wallula Junction, Washington; and later opened hotels at Thompson Falls, Montana, Murray, Idaho, and in the mining district of Coeur d' Alene. In 1887 he came with Mr. Goetz to Spokane, Washington.

In 1883 Mr. Baer went to the Coeur d' Alene, where he was engaged in mining until 1889, and in that year came to Spokane and bought property at a cost of \$33,000, and erected a fine building at a cost of \$230,000. This building was destroyed during the great fire of August, 1889. The next day Mr. Baer resumed business in the largest tent in the world, the canvas and equipments having cost \$20,000, and soon afterward, in June, 1890, he erected his present fine block, at a cost of \$95,000, the same being one of the most substantial and beautiful in architecture of all similar buildings in the State. In addition to his other business interests, our subject also owns considerable property in and around Spokane.

Mr. Baer was married in 1892, to Miss Sadie Scott Smith, a native of Kentucky. Socially, he is a member of the Odd Fellows Lodge, No. 17, of the Knights of Pythias, No. 40, and politically affiliates with the Democratic party.



EP. GILLETTE, proprietor of the Hotel Gillette, of Spokane, was born in Cortland, New York, in 1860, a son of A. S. and Harriet E. (Osborn) Gillette, the former a native of New York, and the latter of Connecticut. The father was a manufacturer and miner by occupation.

E. P. Gillette, the youngest of six children, was educated in the public schools of New York, and in 1883 began a classical course in the Oberlin College, Ohio, but did not finish. For the following six years he was employed by the Pullman Sleeping Car Company, at New York city, and was then engaged in commercial business one year. In 1887 Mr. Gillette came to Spokane, where he was proprietor of the Pacific Coast Tea Company, and also conducted a large restaurant. The great fire of 1889 destroyed everything he possessed, but with his customary energy he began to rebuild before the fire was fully under control. Three times his floor which was laid on the ground, caught fire from

the heat under it, but he persevered, and two days afterward his restaurant was open in a tent. In 1890 he opened the Columbia Hotel, now one of the largest in the city. Mr. Gillette was a member of the old volunteer fire department of Spokane, and organized the present paid department, of which he was the first Chief. In addition to his other business interests, he is also largely interested in mining property, and in the future will no doubt realize largely from such investments. He has served as a delegate to two State and County conventions, and occupies a high degree in the orders of Odd Fellows and Knights of Pythias. Has been a student all his life, is well posted on the affairs of the day, and is one of the most progressive men in Spokane. In January, 1893, he moved into the three-story brick building called the Hotel Gillette. It extends from Riverside street through to Sprague avenue, front on Riverside street. It is modern in every respect and located in the most prominent part of the city.



GENERAL T. J. McKENNY, a resident of Olympia, was born in Gallatin county, Illinois, in 1830. His father, Samuel Sherwood McKenny, was born in Quebec, Canada. Coming to the United States, he was married to Miss Constance Decker, of Catskill, New York. He then started westward, when he engaged in trading upon the Mississippi river.

T. J. McKenny was educated at Locust Hill Episcopal College, Franklin county, Illinois, under the direction of Prof. Benager Guernsey Root. In 1847 he left college to enlist for the Mexican war and was mustered in at Allen, Illinois, as a member of the First Regiment Illinois Volunteer Infantry, commanded by Colonel E. W. B. Newby. His first soldiering was in carrying knapsack and blankets in marching order across the plains to Santa Fe, a distance of 1,800 miles. The service of the company was through the Navajo Indian country and along the border of Mexico. After about eighteen months of service they were returned to Illinois and mustered out. Young McKenny then went to Keokuk, Iowa, and was employed as clerk in a retail drug store, subsequently engaging in the same line of business. With his love for military affairs, he raised the "Union

Guards" of the State Militia and served in the capacity of First Lieutenant, receiving his commission from Governor James W. Grimes.

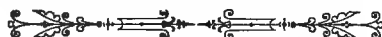
Upon the breaking out of the war in 1861, he was actively interested in raising Company A, of Second Iowa Infantry and, upon the organization of the company, was elected First Lieutenant, Colonel Sam R. Curtis in command. This was the first regiment to leave the State under orders of General Nathaniel Lyon. The regiment was assigned to duty along the Hannibal & St. Joseph Railroad, where it was engaged in many skirmishes. It was then ordered with General Fremont's grand flotilla to Bird's Point, opposite Cairo, where the regiment became decimated by disease and was ordered to St. Louis to recruit. General Curtis was then in command of the Department of Missouri, with headquarters at Benton Barracks, and he detailed Lieutenant McKenny to special service as Post-Adjutant and Adjutant-General. At this time there was some suspicion of the loyalty of General Fremont, and orders of removal signed by General Scott and President Lincoln were forwarded to General Curtis by special messenger, Leonard Swett. These orders were to be conveyed to General Fremont. General Curtis selected Captain McKenny for this most responsible and dangerous service. Disguised in a planter's suit of clothes, and given necessary papers and passes, he started in the dead of night, upon his most dangerous mission. Duly arriving at General Fremont's headquarters, Captain McKenny had great difficulty in reaching his presence, but at last did so and delivered into the general's hands the messages, which created great consternation. The captain also had dispatches to General Hunter, who was to succeed Fremont. The delivery of the same was accomplished midst increasing dangers, the captain traveling on horseback by night through a country infested by the enemy. He then returned to St. Louis to find General William K. Strong in command of Benton Barracks and General Curtis ordered to command of Army of the Southwest, with headquarters at Rolla. Captain McKenny was assigned by war department as Adjutant-General and Aide to General Strong, and subsequently became Post-Adjutant and Adjutant-General to General Sherman, who was placed in command. After a few months Captain McKenny asked to be relieved and returned to his regiment, but before request was received he was ordered to

report to General Curtis and became Adjutant-General upon his staff. Shortly after, General Curtis took the field in pursuit of Price's army, (then in the vicinity of Springfield), overtaking the rear guard at Sugar creek. The battle was hotly contested, and the First Missouri Cavalry abandoned by its colonel. Captain McKenny assumed temporary command and performed gallant service. He received wounds in hip and head and now carries a ball in the head and one in the hip. In recognition of his ability and bravery the officers of the First Missouri Cavalry addressed a petition to the Governor of the State asking that Captain McKenny be commissioned Colonel of the regiment, which through personal preferences was declined. He was, however, commissioned additional Aide-de-Camp on the staff of Major-General Halleck, with rank of Major. During the battle of Pea Ridge, March 7, 1863, he passed forty-eight hours in the saddle as Aide to General Curtis. The victory being won, upon the 10th the Major started for VanBuren, Arkansas, with the prisoners of war, to make an exchange with General Price, which being accomplished he returned to headquarters. He continued on the staff of General Curtis until General Price was driven from Missouri. He was then assigned to the Department of the Northwest with General Curtis, and later to the staff of General Pope as Assistant Inspector General, in which position he remained to the close of the war. For meritorious conduct, bravery and special service he was brevetted a number of times, first as Lieutenant-Colonel, then Colonel, and later Brigadier-General. The General was a brave, fearless soldier, never shrinking from the path of duty, howsoever great the dangers and difficulties.

At the close of the war General McKenny returned to Keokuk, Iowa, completed his studies in medicine at the Iowa College of Physicians and Surgeons and graduated in 1866. The same year he was appointed by the President and confirmed by the Senate as Superintendent of Indian Affairs of Washington Territory, and came to the coast January 1, 1867, to assume the duties of office, with headquarters at Olympia. In this capacity he served five years, then resigned and engaged in handling real estate and later in the drug business, which he followed up to, 1888, when he retired. He was President of the State Hospital for the Insane for a number of years. He has also been ac-

tively interested in the development of schools. During the construction of the Olympia & Lemhi railroad, he was president of the Company, president of Olympia Hotel Company, and builder of the McKenny Block.

General McKenny was married in St. Louis, in 1863, to Miss Adelaide, daughter of the Hon. Washington King, the "Know-Nothing" Mayor of St. Louis, elected before the war.



GRAHAM BARCLAY DENNIS, one of the leading citizens of Spokane, was born June 1, 1855. His father was an Englishman by birth, a minister of the gospel, an author and linguist. The mother was of German descent. As far back as the family lineage can be traced on both sides, the heads of the families were professional men of note. The brothers and sisters of our subject lead professional lives.

The greater part of G. B. Dennis' boyhood life was spent in Cincinnati, Ohio, attending the primary and intermediate schools until his fourteenth year. He was always an industrious student, arithmetic being his preference over all studies. His earliest business experience was as a newsboy, at the age of ten years, and four years later, much to the disappointment of his parents, he left school and began the labor of life for himself. The following three years were spent as an apprentice in the drug business, but the hard, dirty work experienced in the subordinate part of his duties did not preclude his taking a course of lectures at the Ohio Medical Institute, which was attended at night. Feeling that progress would be slow in this business, he next became an employee in a tobacco-manufacturing company, remaining there one year. At the age of eighteen years, and beginning to feel the want of education, he took a collegiate course, working at odd hours to defray his expenses at school. After leaving college Mr. Dennis took the local editorship of the Dayton (Ohio) Daily Journal, but long hours told upon his health, and he was forced to give up the work. He next secured the position of assistant business manager of the same institution, but after spending five years there his natural aptitude at mechanics and love of science, coupled with a naturally inquisitive mind, led him into the field of inven-

tion, and an electrical postage stamp canceler was the result. This was an ingenious and useful machine, but in order to bring it to a financial success required more money and experience than our subject could command. Out of position and penniless, Mr. Dennis then opened an office for the collection of accounts, which finally developed into a semi-banking business, including the organization of stock companies. Ten years of great success followed, then failing in health, caused by overwork, a change of scene, life and climate was necessitated.

May 5, 1885, our subject came with his family to Spokane Falls. Although inexperienced in the habits and customs of Western people, he soon acclimated himself, and became, as the saying is, a Westerner. The town was then 1,200 strong, and presented a business activity unequalled by any similar town of its size in the Eastern States. Mr. Dennis spent the first year in a critical research into the resources of the country, which at that time were in their infancy, being little developed or understood, yet enough to warrant confidence. In 1886 he made his first purchase of real estate, but, being used and habituated to a very active life, he soon became tired of semi-activity. The mining country at that time began to show encouragement, and he was soon led from a former similar occupation in the East into mining journalism, and began the publication of the *Spokane Miner*, which was a success from many standpoints. Mining soon enlisted Mr. Dennis' attention, and resulted in his interesting the first Eastern capital in the development of mines in the Coeur d'Alene. In 1886 he was elected to the city council, served two years, and during that time much of the early public improvement took place,—streets paved, water-works and bridges built, etc., in all of which he took an active interest. In 1888 he organized the first company and erected the first electrical street railway in the Northwest, in Spokane. This undertaking was successfully accomplished in the face of repeated failures elsewhere, and great prejudices against electric locomotion. Mr. Dennis began to build the road according to his own and best ideas, and the result was a road scientifically, mechanically and practically perfect; four miles of double track was laid, water being the generative power used for electrical propulsion. The buildings, brick and stone; the cars the best the Pullman Company had ever built for the purpose up to that time,

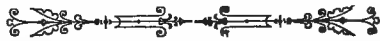
and the result is the road has an operating record unequalled by that of any other. Although it has been in use four years, it still bears the prestige of being the best constructed street railway in America. Mr. Dennis resigned the presidency of the road after two years.

In 1890 he was elected a member of the School Board, and was Chairman of Committees upon Buildings. The magnificent high-school building and other school property were planned and constructed during this time, this same School Board having the honor of raising the standard of the schools in point of education, until to-day they rank first in the State for excellence. He was one of the prime movers in the establishment of the Northwestern Industrial Exposition of this city, and was its first vice-president. Again broken in health, he made a visit to Europe in 1891, returning in the fall of the same year, and since that time numerous letters have been written by Mr. Dennis for publication in journals at home and in the East. He has also delivered several lectures. In 1892 he was made one of the Trustees of the Jenkins University, an educational institution which bids fair to be one of the highest standards of learning. He is Treasurer and a member of the Executive Board. This institution was established through the munificence of Colonel D. B. Jenkins, of Spokane, he having endowed it with lands worth half a million of dollars. Mr. Dennis is also heavily interested in mica-mining in Idaho, and is the General Manager of the Muscovite Mica Mining Company, an organization comprising many of the wealthiest men of Chicago. He is also the president of the Old Dominion Mining and Concentrating Company, whose great silver mines, the greatest in the State, lie in Stevens County, Washington. To him is due the development of this famous property.

He has given very liberally to all enterprises that have tended to the betterment and growth of Spokane and the Northwest, and to-day is one of the largest holders of both unimproved and improved real estate in the city.

At the age of twenty-four years our subject was united in marriage to Hester L. Bradley, a native of Dayton, Ohio, and they have three children. Mr. Dennis is a Republican in his political views; religiously, is a member of the Presbyterian Church; is one of the wealthiest men of the State; is aggressive, yet tempered with judgment, and as a business man is con-

servative, energetic and attentive. He has endured many hardships through life, but always had the star of success in view, and the will to work to attain it; always made a thorough study of every undertaking, its details, etc., and was never satisfied until he had thoroughly mastered it. Mr. Dennis has been the means of the business success of many others, and has rendered both moral and financial help. No man in the State occupies a more enviable position. He has the utmost confidence, regard, respect and honor of all those who know him. A young man yet in years, his fortune is full of added honors.



HENRY WELLS DEWEY, M. D., although a young man, ranks with the foremost in his profession in the State of Washington. He was born at Hudson, New York, June 30, 1859, and is a son of Henry Wells, Sr., and Mary L. (McGiffert) Dewey. In 1870, the family removed to Pittsfield, Massachusetts, where the subject of this sketch received a high-school education. In 1879 he began attendance at the medical department of the University of Vermont, at which institution he graduated with honor in June, 1881, winning in the competitive examination the fine gold medal, the highest reward of merit which the faculty had the power to bestow. Dr. Dewey also holds from the College of Physicians and Surgeons, of New York, a diploma, which he received in May, 1881.

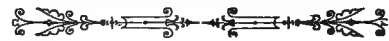
After the completion of his studies, the Doctor returned to Pittsfield, Massachusetts, where he entered into partnership with his preceptor, Dr. O. S. Roberts, with whom he was associated three years. While there, he served two years as City Physician, and was for two years a member of the Board of Health, in which latter body he acted as chairman for the year. Always a student, and ever mindful of progression in his chosen profession, Dr. Dewey entered, in the spring of 1887, the New York Polyclinic, where he further fitted himself for his life work.

In the fall of the same year, seeking a new field for the exercise of his energies, Dr. Dewey sailed, via the Isthmus of Panama, for Tacoma, bringing with him all his earthly possessions. He arrived at his destination on the first of November, and at once entered with zest into his

work in his chosen location. His energy as a man and skill in his profession soon placed him in front rank among his fellow citizens, and he became thoroughly identified with the best interests of his city. On the completion of the Fanny Paddock Hospital, he was asked to take a place on its staff of officers, which proposition he accepted. In May, 1891, he was appointed a member of the State Medical Examining Board, by Governor Elisha P. Ferry, and in 1892 was elected president of that honorable body. In August, 1893, he was appointed by the Commissioner of Pensions Examining Surgeon for the Pension Bureau. He is a charter member and was the second president of the Pierce County Medical Society, and also belongs to the Washington State Medical Society. Fraternally, he is prominently identified with the Masonic order, being a Knight Templar, a Noble of the Mystic Shrine, and having taken the thirty-second degree.

At Pittsfield, Massachusetts, in 1882, Dr. Dewey was married to Miss Maud M. Brown, a lady of rare culture and refinement, and they have one child.

Dr. Dewey is one of the leading citizens of Tacoma, and, through his prominence in his profession, is a representative man of the State of Washington.



COMPTON, a pioneer of Klickitat county, was born in Marion county, Indiana, in 1828, a son of Joshua and Olive (Renworthy) Compton, natives of Ohio and South Carolina, respectively. The family ancestry can be traced through the Revolutionary period, also can give reminiscences of the time of the coming of the Mayflower. The family is a long-lived race, some of the grandparents living to extreme old age. Joshua Compton moved with his family from Wayne county, Indiana, to Marion county, Indiana, at an early day, and at that time Indianapolis contained but a few houses. He bought 160 acres of Government land, paying \$1.25 per acre, which he cleared, and put a part under cultivation. They obtained their living from their farm products and wild game, which was plentiful at that time. Mr. Compton died in 1842, and his wife departed this life some twenty years later.

I. Compton, the subject of this sketch, received his early education and training in Marion county. Being the third in a family of nine children, he was thrown upon his own resources at the age of eighteen years. In 1856 he went to Iowa, two years later returned to his home, in 1859 removed to Portland, Oregon, eight years afterwards removed to Puget Sound, and in 1876 came to Klickitat county, Washington. Mr. Compton took up 160 acres of Government land, located six miles east of Goldendale, all of which is now under a fine state of cultivation. He had a fine orchard of apple, peach, pear and prune trees. He was engaged in farming and stock-raising until April, 1892, when he moved to and purchased four and a half acres in Goldendale. Three acres is devoted to prunes and the remainder to other fruits and vegetables. Mr. Compton has had much experience in fruit-raising, and will soon make that occupation one of the industries of the place.

He was married in Marion county, Indiana, in 1858, to Miss Mary Jane Turner, a native of Virginia. They have three children: Ida Alice Blanchard, living on the Columbia river; James T., who owns the old home farm; and Frank S., at home. The family are members of Grange No. 83, at No. 6, Klickitat county, of which James T. is Worthy Master, and was one of the organizers of the society in the county. Politically, Mr. Compton votes with the People's party. He is one of the leading, thrifty and progressive men of Klickitat county, also one of the pioneers, and takes a deep interest in every enterprise for the good of his community.



WILLIAM W. BEEKS, a prominent farmer residing in Pleasant Valley, Klickitat county, was born in Randolph county, Indiana, near the Ohio State line, October 14, 1839. His parents, William E. and Christiana (Clenney) Beeks, were natives respectively of Ohio and Indiana.

The subject of this sketch, the first born in their family of six children, was reared to farm life and followed that calling until 1862, when he enlisted in the Ninety-sixth Regiment of Indiana Infantry. Participating in the battle of Richmond, Kentucky, he was wounded by a musket ball, and has ever since been incapacitated for physical labor. He was discharged on

account of this wound, after serving about nine months. He is now receiving a small pension.

Soon after his return home from the war, he located at Wabash, Indiana, and seven years afterward he removed to Nodaway county, Missouri, and four years after that again to Mills county, Iowa. He was in the latter county, however, but a few months, when he came to Washington county, Oregon. Since 1879 he has been a resident of the county where he now lives. His farm is located twelve and a half miles east of Goldendale. It comprises 320 acres, all of which is enclosed, and he has 180 acres in cultivation. He raises live stock as his principal occupation.

Politically, Mr. Beeks is a stalwart Republican. He takes an active interest in educational work, and is now a Director of school district No. 15. He is a prominent member of the G. A. R., holding his membership in Baker Post, No. 20, and he is also a member of the Order of Patrons of Husbandry.

He has been married twice. August 30, 1863, in Indiana, he married Elizabeth McDaniel, a native of Ohio, and they had one son, Joseph E. In April, 1873, in Missouri, he married Emeline Rees, a native of Ohio, and by this union there were two daughters: Minnie M. and Eva E.



CHARLES McDouALL, one of the leading farmers and representative men in the vicinity of Medical Lake, is Postmaster of the town, and we offer the following brief sketch of his life.

Mr. McDouall was born in Pennsylvania in 1848, next to the youngest of six children of Peter and Sarah (Lang) McDouall. His father was a native of Scotland, and his mother of New Jersey. The former came to America about the time he reached his majority and settled in Pennsylvania. In 1852 he went to Iowa and engaged in farming, and in 1867 continued his way westward to California, located at Santa Rosa and established himself in the merchandise business. He came to Washington in 1882 and settled on Puget Sound, where he died in 1886. Mr. McDouall's mother is still living, and makes her home with him.

The subject of our sketch was educated at Cornell College, Mount Vernon, Iowa. He

came with his parents to the far West, and for a time was engaged as clerk in California. In 1879 he came to Washington, and, after spending one year in Walla Walla and one year on the Sound, finally located in Spokane county. Here he bought 160 acres of land, a mile and a half northwest of Medical Lake, and engaged in farming and stock-raising, making a specialty of raising a fine grade of horses.

Mr. McDouall takes an active interest in political affairs. In 1886 he was elected County Commissioner, and served one term of two years. In June, 1892, he received the appointment as Postmaster of Medical Lake. Since 1890 he has been a trustee of the State Insane Asylum, having been appointed as such by the Governor of Washington. Of pleasing address, frank and cordial with his fellow men, public-spirited and generous, Mr. McDouall has hosts of friends here and is eminently fitted for the public positions he occupies. He is a member of the Masonic fraternity and of the Congregational Church.

In 1872 Mr. McDouall was married to Miss Jennie Yales, a native of Missouri, daughter of William Yales. She went to California with her parents in 1852. They have three children: Margaret, Kenneth and Edith.



ANDREW LEFEVRE, engaged in the real-estate business in Medical Lake, was born in Montreal, Canada, in 1824, a son of Peter and Margaret (Osea) Lefevre, 'also natives of Canada. * Our subject received no educational advantages, and was engaged in farming in Canada until twenty-three years of age. In 1851 he removed to California, where he engaged in mining three years, was one of the pioneer settlers of Siskiyou county, that State, and in September, 1850, removed to Walla Walla, Washington, to fight the Indians. In 1872 Mr. Lefevre moved to and located the town site of Medical Lake, where he is one of the largest land owners in the city. He also contributed largely to the establishment of the Asylum for the Insane at this place. Politically, he votes with the Democratic party, and has held the office of County Commissioner one term.

Our subject was married in Canada, to Miss May, of English descent, who lived but three years after her marriage. To that union was

born two children, both now deceased. In 1862, at Walla Walla, Mr. Lefevre married Miss Annie Forrest, a native of Canada, and they had six children, two of whom survive, and are engaged in farming and stock-raising with their father. The wife and mother died twelve years after her marriage, and in 1875 the father was united in marriage to Mrs. Jane Kimbell, a native of Illinois. Mr. Lefevre has one of the finest residences in the city, the same being valued at \$10,000, and containing all modern improvements. Our subject is one of the most progressive and enterprising men of Medical Lake; is respected by all who know him, and is a credit to the State and country. The family are members of the Catholic Church of this city.



THOMAS CAMPBELL, a merchant of Medical Lake, was born in Illinois, in 1857, a son of David and Susan (McMillan) Campbell. The father, a native of Scotland, came to America in 1832, locating in Philadelphia, Pennsylvania. The mother was a native of the United States, of Scotch descent.

Thomas, the subject of this sketch, was educated in the common schools of Du Page county, Illinois, and in 1872 he entered the Elgin Academy, where he took a commercial course. After leaving that school he remained at home until 1878, in which year he located near Medical Lake, Washington. He was engaged in farming there for six years, when, in 1884, he embarked in the mercantile business in this city. Mr. Campbell is a thorough gentleman, an enterprising citizen, and a leading merchant of Medical Lake. He has a large trade from all the surrounding counties. In his political views, he is a stanch believer in the principles of the Democratic party.

In 1881, our subject was united in marriage to Miss Kittie M. Fancher, a native of Illinois, but subsequently a resident of California. At the time of her marriage she was a resident of Spokane county.



WILBUR S. GLASS, a member of the law firm of Hyde, Glass & Reagan, Spokane, Washington, was born at Le Roy, below Rochester, New York, in 1852, son

of Chester F. and Mary (Brown) Glass. His father was a native of the Empire State and was by occupation a contractor and builder. Wilbur S. is the youngest in a family of three children. His parents having moved to Illinois when he was quite young, he received his early education in the public schools of that State and afterward attended the Illinois State University at Champaign and took a law course at Ann Arbor, Michigan. He was admitted to the bar in Illinois, in June, 1878. In 1880 he moved to South Dakota and located at Watertown, where he remained until September, 1891. He then spent a short time at Minneapolis, Minnesota, and in 1892 came to Spokane. In February of this year he became a member of the firm with which he is now identified, and although a recent acquisition to this city he has made many friends here.

A Republican in politics, he is devoted to the principles of protection and is thoroughly in accord with his party in all its living issues. Mr. Glass is quiet and unassuming in his manner, and is withal a perfect gentleman. His many friends at Spokane and elsewhere will watch with interest his future career.



THOMPSON M. MCKINNEY, one of the promising young lawyers of Spokane, Washington, dates his birth in Sunbury, Pennsylvania, July 8, 1864. His father, Robert McKinney, was born in Ireland, and his mother, *nee* Annie Young, although a native of New York city, was reared in Ireland. Although his youthful days were spent on the farm, his father being engaged in agricultural pursuits, the subject of our sketch had the best of educational advantages and improved the same. He took a preparatory course at West Sunbury Academy, after which he entered Westminster College, New Wilmington, Pennsylvania, where he completed a classical course, graduating with the degree of A. B. in 1889.

Having finished his college course, Mr. McKinney came West and located at Waitsburg, Washington, where he was principal of the Waitsburg Academy a year and a half. In 1890 he came to Spokane and entered the law firm of Henley & Scott. That firm being dissolved in 1891, he subsequently formed a partnership, first with Mr. Ross, and afterward with

S. Aug. Johnston, with whom he is now associated. Notwithstanding he has resided in this city so short a time, he has established himself well in business here and has made hosts of friends. Mr. McKinney is a thorough scholar and a perfect gentleman. Possessing grace of manner himself, he has the happy faculty of making others feel at ease with him.

He is a member of the United Presbyterian Church of Spokane, and is Secretary of the same.



SYLVESTER HEATH, one of the early settlers of Spokane, Washington, and one of its most prominent citizens, is a native of Indiana, born in 1847. His parents, John and Sarah (Glass) Heath, were natives of North Carolina and Indiana respectively, and of their nine children he was the youngest. His father went to Indiana when quite young, spent his life on a farm in that State, and died there, in 1888. His maternal ancestors were natives of Germany. Grandfather and Grandmother Glass came to America at an early day and located on a farm in Indiana.

Mr. Heath received his education in the public schools of Indianapolis, graduating at the high school there, in 1870. He was employed as bookkeeper six years, and afterward was engaged in various occupations until 1878, when he came West. One year he lived in Walla Walla. The following year, 1879, he took up his abode in Spokane Falls, at that time a hamlet containing less than a dozen families. Here he was employed as clerk for Mr. Cannon, with whom he remained about two years. In 1881 he was appointed Postmaster, he being the third postmaster of the town, and served in that capacity seven years. When he entered the office its business was but trifling. At the end of his term, however, it had, with the growth of the town, increased to a large extent. In 1885 Mr. Heath opened a book store, beginning with a capital of \$50, and in 1889, at the time of the great fire, his stock was valued at \$20,000. He was one of the early promoters of the Ross Park railroad, and served as treasurer of the company. In 1880 he entered 160 acres north of Spokane, and subsequently purchased 160 acres of adjoining land. On this track is now situated the beautiful suburb of North Side. Here, in 1889, he erected his fine residence, one of the

handsomest homes in Spokane. It is finished and furnished throughout in the most complete manner and is surrounded with fine orchard and attractive lawn. Mr. Heath also owns a good farm, seven miles west of Spokane.

He was married, in 1880, to Miss Ida E. Ellis, a native of Oregon and a daughter of Asbury Ellis, one of the early settlers of that State. He is a member of the Episcopal Church and of the Masonic fraternity, and his wife is a Methodist.



D F. PERCIVAL, one of the most prominent business men of Cheney, Washington, was born in Bangor, Maine, in 1839. He was a soldier in the great Civil war, and was present at the fall of Richmond and the surrender of Lee at Appomattox Court House. After the close of the struggle he was honorably discharged, returned to Maine, and in 1866 crossed the plains to St. Joe, Missouri. From that year until 1872 he traveled in California and Oregon, and in the latter year settled on a stock farm near Cheney, Washington, where he remained until 1880. Mr. Percival served as County Commissioner of Stevens county from 1875 to 1876, and from 1877 to 1879 was a member of the Territorial Legislature. The following year he came to Cheney, where he has held the position of Mayor five terms. He was one of the Trustees of the Eastern Washington Insane Asylum from 1880 to 1884; was president of the Bank of Cheney, and also president of the First National Bank.

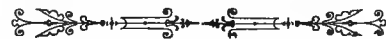
Mr. Percival was married in 1873. He is one of the leading bankers in this city, and the most progressive of her citizens. He has been at the head of all enterprises that have materially advanced the city's interest, has proven himself a gentleman of culture and refinement, a finished conversationalist, and never tires of relating the trials and experiences of the pioneers of Washington, with which vicissitudes he was familiar.



S G. GRUBB, manager the Cheney Water Works, was born in Pennsylvania, in 1834, a son of Daniel and Catherine (Graff) Grubb, natives also of that State. The father was a farmer by occupation. Our sub-

ject was educated at Alleghany College at Meadville, Pennsylvania, and, after completing his education, was engaged in teaching school two years in Illinois. He next became a soldier in the late war, joining Battery C, First Illinois Light Artillery, and immediately went to Cairo, Illinois, to join General U. S. Grant. He participated in the battles of Belmont, Island No. 10, Corinth, Stone River, Chickamauga, Missionary Ridge, Lookout Mountain, and the Atlanta campaign. The principal engagements of the last named were Resaca, Kenesaw Mountain, Peach Tree Creek and siege of Atlanta, concluding with the battle of Jonesboro. At this time he obtained leave of absence for one month, rejoined his command, and started on the famous march to the sea. Mr. Grubb was at the battle of Savannah, in the various engagements in the North through the Carolinas, and was at the grand review at Washington. In June, 1865, he was discharged, after which he began merchandising in Chicago; later entered the lumber business in Michigan, and in 1884 located on a ranch near Cheney, Washington. In 1888 he was elected a delegate to the Territorial Legislature, and to the same body when Washington was admitted as a State. He is the present manager of the Cheney Water Works, and is one of the most enterprising citizens in the city.

In 1874, our subject was united in marriage with Miss Emeline Burrows, a native of New York. They have one daughter, Lola, aged eighteen years, who is now attending the normal school. Mr. Grubb has a beautiful home in Cheney, also other real estate in the city, is a member of the G. A. R., George Wright Post, No. 23, and votes with the Republican party. He is among the early pioneers of this section, and is particularly proud of his war record, as well he may be.



JOSEPH S. MOUNT, a capitalist of Cheney, was born in Washington, Pennsylvania, in 1819, a son of Samuel and Phoebe (Conklin) Mount, the former a native of Virginia, and the latter of New Jersey. The father was a merchant by occupation. Joseph S. was educated by private tutors in Pennsylvania. After completing his education he resided in Zanesville, Ohio, where he remained until 1840, and in that year embarked in the mercantile busi-

ness in Painesville, that State. In 1880 Mr. Mount came West, to Cheney, Washington, where he opened a real-estate office, and has also held the position of City Treasurer. He is a capitalist, and one of the most prominent citizens of Cheney.

In 1877 he was united in marriage to Miss J. M. Meyers, a native of Ohio. Politically, Mr. Mounts is identified with the Republican party, and in 1886 he served as a delegate to the Territorial Convention. He is one of the leading business men of Cheney, and is esteemed by all who know him.



WILLIAM J. SUTTON, Principal of the State Normal School of Cheney, Washington, was born in Michigan, in 1865, a son of Levi and Sarah (Goodenough) Sutton, the former a native of New York, and the latter of Michigan. William J., the third in a family of four children, was educated in the public schools of his native State, and also took a normal course, graduating in 1886. He then took up the profession of teacher, which he has followed to the present time. In 1887 he was elected principal of the public schools at Cheney, Washington, organized the public school system of this city, which has been of great credit, and has proven himself an educator of high ability. In 1890 Mr. Sutton was elected assistant principal of the State Normal School of Cheney, holding that position until recently, when, in June, 1892, he was elected its principal. He has re-organized the school, put it upon a substantial basis, and it now has a faculty of six teachers, and an attendance of 110 pupils.

Socially, Mr. Sutton is a member of the Masonic order. He is a scholarly man, well read in all educational matters, and his selection as principal of the State Normal School meets with general approval.



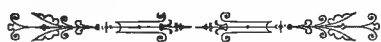
EVERETT SMITH, of Seattle, Washington, was born in the little town of Derby, New Haven county, Connecticut, April 9, 1862. His progenitor emigrant, John Smith, was a native of England, but removed to Amer-

ica about 1687, settling at Milford, Connecticut, descendants subsequently scattering through that State. E. S. Smith, the father of our subject, was born in Washington, Connecticut, where the family have resided for about 100 years. He married Miss Eliza Holbrook, a native of Massachusetts, whose ancestors were among the early settlers of that State.

Everett Smith prepared for college in the Hopkins grammar school in New Haven, the oldest educational institution in Connecticut, and graduated with the 219th annual class in 1879. In 1883 he was a graduate of Yale College; two years later graduated at the Yale Law School, and was immediately admitted to practice in the courts of Connecticut. While casting about for a location for settlement, his attention was turned to Seattle, and in August, 1885, he landed in this favored city without an acquaintance in the Northwest. Soon after arrival Mr. Smith was employed by the law firm of Burke & Haller, but one year later opened an office for himself, since which time, with the exception of one year with Thomas R. Shepard and Job P. Lyon, has continued alone. He has never taken up criminal law, but aside from that has followed a general practice, giving particular attention to probate business. Mr. Smith has also dealt quite extensively in real estate, much of which he has improved by building houses for rent, besides erecting the Leader building, on Front street, between Bell and Battery. He also owns valuable property on Lake Washington, where he resides. During the Chinese riots of 1886 our subject joined the Home Guards, and took an active part in defending the city. After peace was restored he became a member of Company B, of the volunteer militia, remaining with the company until the Territory was admitted into the Union.

The subject of this sketch was united in marriage, in 1888, to Miss Mary F. Dibble, a native of Seymour, Connecticut. They have two children, Harold and Everett. In politics Mr. Smith came to the Territory as an earnest Republican, but his ardor was cooled when he found the chairman of the State Central Committee of that party a wholesale liquor dealer, and the machinery of both county and city party organizations in servile subjection to the liquor interests. After experimenting for himself the folly and waste of endorsing candidates of other parties, he struck out for independent

political action, and helped organize the first distinctly Prohibition party in the city. Ever since then he has devoted time, money and personal work to the advancement of the Prohibition party without compromises. He has been a member of the Executive Committee of the State Central Committee since the first State convention in 1888, and has frequently been a candidate on his county and State tickets. Mr. Smith takes an annual summer outing and tramp in the mountains. In August, 1886, he was one of a small party to ascend Mount Rainier from the northwest side, but, reaching an altitude of 13,800 feet, further progress seemed impracticable, and by later attempts it has been demonstrated that the ascent from that side is impossible. Since coming to the city Mr. Smith has been closely identified with its progress and development, and is ever ready with a helping hand to further enterprises which tend toward its aggrandizement and glory.



L EIGH S. J. HUNT, proprietor of The Seattle Post-Intelligencer, was born on a farm near Columbia City, Indiana, in August, 1855. His parents, Franklin and Martha (Long) Hunt, were natives of the same State. After completing his education in 1879 he went to Cedar Falls, Iowa, and engaged in teaching school, subsequently becoming Principal. There his reputation as an educator was established, and some time later he was engaged as Superintendent of the Schools at Mount Pleasant and Des Moines, and still later as President of the State Agricultural College at Ames, Iowa. In 1886 he came to Seattle and engaged in a business career. He has since been identified with the interests of this city.

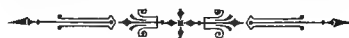


A LLEN R. GRAHAM has been identified with the agricultural interests of Klickitat valley for a number of years, coming here in 1870, and in 1875 taking up a homestead two miles east of Centerville. He is a native of Oregon, born in Washington county, September 29, 1855. His parents are John and Caroline M. (White) Graham, natives

of the State of Pennsylvania and the Dominion of Canada, respectively. The mother has been a resident of Oregon since 1844, and the father also emigrated to the State in the '40s. He visited California during the excitement following the gold discoveries of 1849, but returned to Oregon. The family removed to Washington in 1871, and were residents of that State a number of years. The parents now reside in Sherman county, Oregon, where Mr. Graham is engaged in raising live stock.

As before stated, young Mr. Graham took up a homestead in 1875; this tract contains 280 acres, all of which is under cultivation, producing abundant harvests.

Our worthy subject was united in marriage to Miss Cila E. Saxton, June 30, 1874. Mrs. Graham is a native of Illinois. Of this union eight children have been born: Mary E., Edward A., Luther E., Frank A., Roy E., Harry A., Ora M., and Bertha A. Mr. Graham fully realizes the importance of affording to every child of the nation a good education, and has been deeply interested in the establishing of a thorough public-school system. He is the present Director of school district No. 22. Politically, he adheres to the principles of the Republican party. Fraternally, he is associated with the A. O. U. W. of Goldendale and with the Knights of Pythias, being Vice-Chancellor of Mount Adams Lodge, No. 95, of Centerville. A man of sterling worth, he is highly esteemed throughout the county.



C HARLES M. RYMAN, one of the most popular educators of the State, and the present Superintendent of Schools in Klickitat county, Washington, is a native of Indiana, born in Sullivan county, July 29, 1857. His parents were John and Margaret (McKinney) Ryman, also Indianans by birth; the father died in 1857, and the mother afterward removed to Clark county, Illinois. There Charles M. grew to manhood and received his education in the public schools; he was a student in the commercial college at Terre Haute, Indiana, in 1879, and the following year he began teaching. He has devoted his time and energies to this profession and has won an enviable reputation throughout the country.

Desirous of making a home on the Pacific coast he came to Portland, Oregon, in 1886, and taught for two years in Marion county. He then made a trip to the East, and before his return he was united in marriage to Miss Mahala Piety of Indiana, this happy ceremony being solemnized March 21, 1889.

Upon his return to the coast Mr. Ryman settled in Goldendale and for a period of four years was one of the leading teachers in the city schools. In the fall of 1892 he was elected County Superintendent of Schools, a position for which he has shown a peculiar fitness, and one he has filled with great satisfaction to his constituency and to the patrons of the schools.

Politically, he affiliates with the Republican party. He is a member of the Masonic order and of the I. O. O. F. Although the duties of his office are arduous he finds time to direct the cultivation of 160 acres, a tract that he owns, lying twenty miles northwest of the city.

Mr. and Mrs. Ryman have had two children, Mabel, and a little daughter named Goldie who died in infancy.

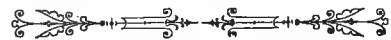


DANIEL H. LAMBERT, one of the substantial farmers of Clarke county, is highly esteemed in the community, where he has resided many years. Following is a brief outline of his personal history: He was born in the State of New York, March 18, 1830, a son of George T. and Hannah (Snover) Lambert, natives of the Empire State and descendants of the early New England settlers. The father was a brick-mason by trade, and his son was well trained in this occupation. In 1855 the family emigrated to the Pacific coast, making the journey by water, but Daniel H. remained until 1860 in Colorado mines, having emigrated there in 1858. In 1860 he, too, set out for the "land of promise," but took the more tedious route overland.

Mr. Lambert has come to be recognized as one of the leading agriculturists of the county: he owns a tract of 440 acres of choice farming land. He has placed eighty acres under good cultivation; has planted three acres in fine varieties of fruits, and has 200 acres of natural timber. He carries on a general farming business, and for a number of years had a dairy. Although he is now past sixty-three years of

age he retains the vigor of early manhood; he has contributed his share to the development of farming lands in this locality, and has aided in demonstrating that Clarke county is at least one of the garden spots of the country. In politics he is a staunch and steadfast Republican, and for several years served the people of this community as Justice of the Peace.

His marriage to Miss Sarah Snover occurred in New York State, March 8, 1854. Four children were born to them, two are deceased and those living being Edward and Eva, the latter the wife of Joshua E. Metcalfe, a farmer living in Clarke county. Mrs Lambert is now deceased.



FREDERICK A. POWELL, real-estate, loan and insurance broker, Centralia, has been prominent in business circles in this city since 1889. He is well-informed upon the values of real estate throughout the county, and is familiar with the manufacturing and agricultural resources of this and the surrounding country. Authentic information in regard to all classes of property, soil and natural resources will be cheerfully given if communications are forwarded to Mr. Powell. He also represents a number of the most reliable fire-insurance companies of the country, and is ticket agent for the Union Pacific Railroad.

With a marked aptitude for many details of business Mr. Powell's nativity is easily traced to New England. He was born in the Green Mountain State, November 30, 1865, the son of George W. and Mary E. (Morgan) Powell, also natives of Vermont. They reared a family of five sons, of whom Frederick A. is the fourth in order of birth. He received his education in the common schools of his State, where he remained until 1884, when he bade farewell to his New England home and went to Nebraska; he entered the business college of Lincoln, and finished course in 1886. His first business ventures were in real-estate transactions, and for two years he was connected with the real-estate and loan firm of E. M. Hill & Sons, Beatrice, Nebraska. He was engaged in business for a year in Clay county, Minnesota, and in 1889 permanently located in Centralia, Washington. Here he has done a large and lucrative business. He at once identified himself with that class of

men who win success, and are the center of that progressive spirit characteristic of the West.

In politics he is allied to the Republican party, and is an ardent supporter of its principles. In 1890 he was elected Clerk of the School Board, and the following year was elected City Assessor. He is now serving his second term as City Treasurer, and has the entire approval of the public in his administration of public affairs.

Mr. Powell was united in marriage in Minnesota, December 19, 1888, to Miss Mary F. Leighton, a native of Vermont.



HENRY L. CAPLES, a prominent law practitioner of Vancouver, was born in Jeromesville, Wayne county, Ohio, August 19, 1823, a son of Robert F. Caples. The latter, a native of Maryland, was a lawyer and merchant by occupation, and located in New Philadelphia, Tuscarawas county, Ohio, in 1810. His wife was a native of Pennsylvania, and of German extraction. The Caples family were of Scotch-English extraction, and came to America in the Mayflower. The grandfathers of our subject, on both sides, participated in the Revolutionary war, and Robert F. Caples commanded a company under General Cass, in the war of 1812. His death occurred September 19, 1834, his wife surviving him until 1852.

Henry L., the sixth of ten children,—eight sons and two daughters,—was reared and educated in his native State. When a lad of twelve years he served an apprenticeship to mercantile pursuits, later in life studied law, and was duly admitted to practice. In 1852 he cast his lot with the young and rapidly growing State of Washington, crossing the plains by the old emigrant route, and locating in Clarke county. After arriving here Mr. Caples was engaged in farming about twelve years, when he again resumed the practice of his profession. Politically, he is a staunch and steadfast Democrat, although not active, but, had he chosen to enter the field of politics he might have achieved distinguished honors. Politics, however, had no power to lure him from the path he had chosen, although he represented his county in the Territorial Legislature from 1855 until 1861. During the forty years of his residence in this State, twelve years of that time was

passed east of the mountains. Mr. Caples returned to Vancouver in 1890, and since that time has served as Deputy County Clerk.

He was married in Ohio, August 11, 1846, to Miss Margaret K. Staley, a native of Maryland. Six of their nine children are still living, as follows: Henry R.; Lillie, now Mrs. W. W. McColley; Rose, wife of H. T. Spedden; Douglass; Charles W.; and Phillip L. The deceased are: Edith, who died in 1849; Robert F., in 1873; and Mary, in 1890. In person, Mr. Caples is tall, has a well-knit form, clear-cut and pleasant features, which are often lighted up by a genial smile. He is dignified in deportment and carriage, moving with a firm, decided step, the vigor and elasticity of which the burden of three-score years have failed to impair.



HON. NATHANIEL H. BLOOMFIELD, ex-Superior Judge of Washington, who has probably served the public continuously for more years than any one resident of southwestern Washington, was born in Bowling Green, Kentucky, November 21, 1850, a son of Joseph M. and Mary A. (Hart) Bloomfield. The former was a native of Bavaria, Germany, and the latter of New Orleans, Louisiana, and of Dutch-French extraction. The father came to America, settling in the Southern States, in 1835, where for many years he was a contractor and railroad builder, and later engaged in mercantile pursuits in St. Louis, Missouri.

Nathaniel H. Bloomfield, the only child of his parents, received his early education in Davenport, Iowa, and completed the same in the Washington University, of St. Louis, Missouri, in 1869. He removed with his parents to Olympia, Washington, and subsequently took up his residence in Kalama, this State. In 1871, Mr. Bloomfield began the study of law with Judge Elwood Evans, of Olympia, later prosecuting his studies with the Hon. Thomas A. McBride, now of Oregon City, and was admitted to the bar in 1873, before Judge Orange Jacobs, now of Seattle. The same year he began practice at Kalama, and the following year, 1874, received the nomination from the Republican party for District Attorney of the then Second Judicial District of the territory comprising ten counties—Wahkiakum, Thurston,

Mason, Chehalis, Pacific, Lewis, Cowlitz, Clarke, Skamania, and Klickitat. He was defeated, however, by only 137 votes, his opponent being the Hon. John P. Judson, of Olympia, who, in the following year, was defeated for Congress by Judge Orange Jacobs. In 1876, Judge Bloomfield was again the Republican nominee for District Attorney of the same district, and was elected, his Democratic opponent being Judge Columbia Lancaster, now of Vancouver, and the oldest lawyer of the district. Two years later our subject was again elected by his party to the same office, there having been no Democratic opponent, and also was again elected in 1880. At the expiration of his term of office, in 1882, he resumed the practice of his profession in Vancouver, but in 1889 was the choice of his party for Superior Judge for the circuit comprising Pacific, Wahkiakum, Cowlitz, Clarke and Skamania counties, and was elected. His Democratic opponents were Hon. J. A. Munday, and ex-Chief Justice B. F. Denison, of the Independent party. Judge Bloomfield served in this position until 1890, when Pacific and Wahkiakum counties were taken off, leaving the district comprising Clarke, Cowlitz and Skamania counties. He resumed the practice of the law at Vancouver, in January, 1893, upon the expiration of his term.

The Judge was married in this city, November 14, 1882, to Miss Maria Petrain, a native of Clarke county, Washington, and the eldest daughter of the late Judge Joseph Petrain, of Vancouver. Socially, Mr. Bloomfield affiliates with the K. of P., in which he has passed all the official chairs.



DR. JAMES E. STEVENS, a medical practitioner and druggist of La Camas, Washington, was born in Dearborn county, Indiana, February 22, 1863, a son of William and Elizabeth (Bridwell) Stevens, natives respectively of Maryland and Ohio. James E., the third in a family of five children, lost his father by death in 1876, and was early thrown upon his own resources. By his own energy and perseverance he has manfully fought the battle of life, and gained for himself a prominent place among the medical fraternity. In early life he worked in a machine shop, and while there saved the necessary means to carry

him through his lectures, and to enable him to graduate in his chosen profession. Dr. Stevens first studied under Dr. N. W. Woodard, an eminent practitioner of Indianapolis, graduated at that city in 1887, and soon after completing his lectures took a trip West. After his return he practiced one year in Indianapolis, and then located at Castle Rock, Washington. Since April, 1892, he has enjoyed a lucrative practice in La Camas, and also conducts the only drug establishment in this thriving village.

The Doctor was married July 30, 1891, to Miss Jessie A. Moore, a native of Minnesota.



GEORGE E. COLE, Spokane, Washington, well known throughout the Northwest as Governor Cole, is one of the earliest pioneers of this section of the country, and he has certainly done much toward the development of the States which he has served in several official capacities.

Mr. Cole is a native of New York, where he was born in 1826. He came to Oregon in 1850, when that State embraced the present States of Washington and Idaho, and that portion of Montana west of the Rocky mountains. He was one of the first who was identified with the interests of Washington. He was a member of the Committee in the Oregon Legislature during the session of 1852-'53 to draft a memorial to Congress, asking for the organization of Washington Territory. He moved to Walla Walla in 1860, and three years later he was elected a Delegate to Congress, being the first delegate chosen on the east side of the mountains. He was appointed and commissioned Governor of the Territory of Washington by Andrew Johnson in 1866, and he served as executive officer of the Territory until March 4, 1867. Afterward he returned to Oregon and was engaged in the construction of the Oregon & California Railroad for a period of four years, during which time the road was built from Portland to Roseburg. He was appointed Postmaster of Portland, Oregon, by President Grant in 1873, and was re-appointed by President Hayes. He served two terms and three months, in a most efficient manner. His second term expired April 1, and he retired June 30, 1881. Returning to private life, he was engaged in the construction of the Northern Pa-

cific Railroad along Clarke's Fork and Pend de'Oreille Lake during the year 1882, and early in 1883 he located in Spokane county. Since his residence here he has been actively engaged in farming, milling and in buying and shipping grain, and in 1888 he was elected Treasurer of the county, and served two terms. For forty years he has been a prominent figure in the political and commercial world of the entire Northwest, and few men have done more toward the development of the Northwest than he. In fact, his name is a household word in this section of the country.

Personally, Mr. Cole is of light complexion and is rather stout. He is, indeed, a decidedly pleasant gentleman.



HON. GEORGE DYSART, a well-known member of the bar of Lewis county, although a young man, has already made attainments in his profession that many an older man might envy. He is in every way worthy of representation in this volume.

He was born in the State of Illinois, June 26, 1865, a son of Joseph and Maria (Martin) Dysart, natives of Pennsylvania and Ohio respectively; the father died in 1876, the mother surviving until 1890. The Dysart family traces its origin to Scotland and to the retinue of the Prince of Orange in the time of James II; the first members of the family in this country located in Pennsylvania in 1780. George Dysart is the youngest of a family of five children. When he was a young child the parents removed to Nebraska and located in Nemaha county; there he grew to manhood, attending the common schools and the State Normal School. Having chosen the law as a profession he went to Ann Arbor, Michigan, and entered the law department of the University of that State, from which he graduated in 1887. He at once returned to Nebraska and located in Lincoln; he was connected for a time with the law firm of Billingsley & Woodward, but after a few months determined to try his fortunes on the Pacific coast. Upon coming to Washington he settled in Walla Walla, and was engaged in teaching school until June, 1889. Thence he went to Tacoma and there resumed his professional work; he

remained there but a short time, however, locating permanently before the year was out in Centralia, Lewis county.

Politically he adheres to the principles of the Republican party, and has been active in the party councils. In 1890 he was elected Representative from Lewis county to the Legislature of the State; he was elected Police Judge at the first city election, and in 1890 was appointed County Justice of the Peace; he has also served as Deputy County Assessor, and in all these positions has discharged his duties with rare fidelity and ability. He has with unfailing zeal supported all measures which have been inaugurated for the public benefit, and enjoys the confidence of the entire community.

Mr. Dysart was married at The Dalles, Oregon, January 1, 1891, being united to Miss Cora Butler; they are the parents of two children: Avis, and Lloyd Butler Dysart. Our subject is an honored member of the Royal Society of Good Fellows of Centralia.



JOHN I. MELVILLE, cashier of the Bank of Cheney, was born in Scotland, in 1868, a son of Thomas R. Melville, a native of that country, and a farmer and auctioneer by occupation. John I. was educated in the Madras Academy, at Cupar, Fifeshire, Scotland, where he took a classical course, and graduated in 1885. In 1888 he came to the United States, locating in Cheney, Washington, where he identified himself with the Bank of Cheney. Mr. Melville now holds the position of cashier of the institution, and is secretary of the Masonic order. He owns valuable real estate in city and in other parts of the State, has proven himself a progressive and capable young business man, and has made a host of friends in this community.



JACOB W. HARWOOD, of Medical Lake, Washington, was born Delaware, in 1843, a son of Thomas and Sarah (Hopkins) Harwood, also natives of that State. Jacob W., the third of five children, was taken to Michigan at the age of six months, where he received his education, and was early inured to farm labor. In 1865 he removed to Montana, where

for the ensuing four years he was engaged in mining, and then returned to Michigan on a visit. He was an Indian fighter, and had many narrow escapes from death. In 1872 Mr. Harwood went to Kansas, remaining there from 1872 to 1876, and from that time until 1878 was in various places in California, and in 1878 he engaged in farming in Idaho. Having been a life-long sufferer from rheumatism, he came to Medical Lake, Washington, in 1881, where he began the manufacture of Medical Lake Salts, and to-day is almost a well man, due entirely to the curative properties of the waters of the lake. In his political views, Mr. Harwood votes with the Democratic party. He served six months in the late war, in the Thirtieth Michigan Volunteers, but the struggle ended before he had a chance to go to the front. Socially, he is a member of the G. A. R. and the Odd Fellows. Our subject is a large property holder in Medical Lake, is an aggressive man, and one from whom much valuable information can be derived.



DANIEL W. GREGORY, a worthy citizen of Clarke county, was born in Delaware county, New York, May 6, 1827, a son of Hiram and Phebe (Raynolds) Gregory, also natives of the Empire State, tracing their lineage on this continent to the early part of the seventeenth century. The grandfather, Daniel Gregory, was one of the early settlers of Delaware county, and well and favorably known. Some of his descendants were soldiers in the war of 1812. Hiram Gregory, the father of Daniel W., was a line officer during that entire war. Mrs. Gregory, the wife of our subject, is also a native of New York State. Her mother, Mrs. Williams, was a descendant of Jonathan Lakin, of Revolutionary fame.

Mr. Gregory, whose name initiates this sketch, moved from New York to Jackson county, Wisconsin, where he resided twenty-nine years. His chief occupation has been agriculture, although many years of his early life passed in the lumber business on the Delaware river, rafting manufactured lumber down that stream.

In 1883 he emigrated to the Pacific coast, locating in Clarke county, Washington. He now resides about thirty-five miles northeast of Vancouver, where he has a farm of eighty acres,

twenty-five acres of which are devoted to general farming and gardening, and twenty-five being still in timber. There is also a fine orchard. Mr. Gregory conducts a small dairy in addition to his other work. The residence, on a natural building site, is surrounded with beautiful flowering plants, neatly arranged about the lawn, displaying the good taste of Mrs. Gregory. Mr. and Mrs. Gregory were united in marriage in New York State, July 4, 1848. The names of their children are: Charles L., Hiram L., John W., Harry and Mary A., now the wife of Frederick Spencer, a resident of Clarke county.



ISAAAC W. SHULTZ, Assessor of Lewis county, is a native of the State of Ohio, born in Licking county, January 8, 1850. His parents, Lawrence and Delilah (Bungardner) Shultz, were natives of the State of Pennsylvania, of German extraction; they reared a family of seven children, of whom Isaac W. is the youngest. When he was a lad of ten years the family removed to Muscatine, Iowa, and there he received his education. He was trained in all the details of stock-raising and general farming, and has given much attention to agriculture. In 1864 he removed to Manhattan, Kansas, and resided there until 1877, when he pushed on to the coast and located in Lewis county; here he owns 400 acres at Eden Prairie, one-half of which is under cultivation; he also has four acres of orchard, consisting chiefly of apples, which were set out as early as 1852; this is one of the most productive orchards in this section, and yields the largest crop gathered in Lewis county.

In addition to his official duties and agricultural pursuits Mr. Shultz conducts a large mercantile trade; he has two stores, one being located at Knab, his post office, and the other at Green River, the latter being in charge of his eldest daughter, Gertrude. He is also interested in mining, being a member of the Green River Mining Company. In politics he supports the issues of the Republican party, and was elected by this body to the office he now holds, in the fall of 1892. He is a man of unusual executive ability and strict integrity, and has discharged his official duties with rare fidelity. He is an honored member of the I. O. O. F., of Toledo, Washington.

On November 13, 1875, he was united in marriage to Miss Eliza Dalton, a native of Indiana; they were the parents of four children: Gertrude, Margaret, Hala and Lettie.



THE CHENEY ROLLER MILLS of Cheney, Cummin Bros. & Co., proprietors, are among the best equipped flour mills in eastern Washington. The plant comprises a large four-story structure, with an additional warehouse, 50 x 100 feet, and has a daily capacity of eighty barrels. The present site was purchased by the above firm in 1890, when it had been greatly depreciated in value and reputation, but they at once renewed it wholly by new buildings, machinery, etc., putting in the Todd & Stanley Internal rollers. It has powerful steam facilities, with a sixty-horse-power engine. They manufacture the celebrated Silver Leaf brand, which they send all over the United States, and have many testimonials of its popularity from dealers in Boston and other Eastern cities, as well as from home consumers. The firm buys most of the wheat grown in this section, and the Cheney Mills certainly constitute one of the most valuable developments of the thriving town of Cheney.

George F. Cummin, senior member and manager of the firm of Cummin Bros. & Co., was born in Michigan, in 1844, a son of James and Julia (Beal) Cummin, natives of Ireland and New York, respectively. The paternal grandparents, Alexander and Elizabeth Cummin, were natives of Scotland, afterward removing to the north of Ireland, and in 1832 came to the United States, settling in New York. Three years later the father of our subject, James Cummin, settled on a small place in Detroit, Michigan, where he was among the early pioneers. He purchased considerable property, now in the center of the city, and engaged in contracting and building. In 1840 he removed to Shiawassee county, that State, where he cleared a fine farm, but was principally engaged in merchandising and the real-estate business in Corunna. Mr. Cummin was quite prominent in politics, served as County Treasurer for sixteen years in succession, and was the only Democrat elected at that time. He was very successful in his business undertakings, and was a large land owner. His wife, the mother of our subject,

died in 1880, and the father still resides at the old home. Both were members of the Presbyterian Church.

George F. Cummin, the third in a family of six children, was reared and educated in Corunna, Michigan. His eldest brother, Alexander, succeeded to his father's business, and our subject remained with him until 1876. He then followed mining in Colorado; was with the Union Trust Bank of Chicago three years; was engaged in importing fruit, meats and rubber in Philadelphia, Pennsylvania, for several years; and May 2, 1888, came to Washington, locating on the Sound. In 1880 he was joined by his brother, James F., and they afterward came to Cheney and purchased their present mill site. They have made many improvements in the building, and they now have one of the best mills in eastern Washington, with all latest improved machinery. Mr. Cummin also owns other valuable real estate in town. He is active in all public improvements, and is a prominent member of the Democratic party, which he has recently represented in State and County conventions. He is an Alternate United States Commissioner, and represented Washington at the opening of the Columbian Exposition in Chicago, in October, 1892. Was one of the organizers and is now vice-president of the National Bank of Cheney, and is a member of the Masonic fraternity, Temple Lodge, No. 42, of this city.

James F. Cummin, the miller of the Cheney Roller Mills, was born in Corunna, Michigan, in 1855, where he was reared and educated. After completing his education he began milling, which he has ever since continued. In 1884 he located in Kansas, and in 1889 came to Washington, where, with his brother, George, he purchased the Cheney Rolling Mills. Mr. Cummin has a handsome home, and other valuable property.



THOMAS C. GRIFFITTS needs no introduction to the readers of this work. His prominence at the bar, in politics, and in the business life of the State of Washington, with his distinguished services in every position he has been called upon to fill, have made his name almost a household word in Washington and in the adjoining States.

Born in Carthage, Illinois, December 5, 1857, he grew up in the sterling society of that portion of Illinois which, in the early years of his life, Lincoln and Douglas were making their battle ground. In 1889 he was elected to the Constitutional Convention of the State of Washington, being the leading man on the ticket, although his district was very largely Republican. His career in the constitutional convention was one of singular fidelity to the trust reposed in him. His own idea was that laying the foundation of the State was the greatest duty that could be imposed upon a citizen, and during the fifty-seven days the body was in session he was absent from his seat in the convention but one hour. He was ever present and industrious in his committee work, and his originality of thought and ideas, with courageous conduct in the defense of his convictions, made him beyond all question the most powerful factor in that eminent body. A distinguished member of that convention, now occupying high position in the State Government of Washington, said of Mr. Griffiths in the closing days of the convention, that his voice had prevailed in that body more largely than that of any other member.

Shortly after the adjournment of the constitutional convention Mr. Griffiths was persuaded to enter the race for Congress as the first Democratic candidate of the State of Washington. Party spirit ran high in that election on account of the determination of the Republicans to bring Washington into the Union as a Republican State, and, notwithstanding personal popularity and a brilliant canvass, he was defeated. It is said that he accounts his defeat as the most fortunate event of his life. Since that time he has devoted himself exclusively and assiduously to his profession, in which he holds position second to none in the State; indeed, his fame as a lawyer is not bounded by State lines, but is equally well established in several of the adjoining States.

Mr. Griffiths' distinguishing features as a lawyer are industry, tenacity of purpose, great astuteness, and analytical and logical powers, almost marvelous memory, and devotion to his clients, coupled with so complete a mastery of language and knowledge of human nature as to make him almost invincible before a jury. His career at the bar has been marked with unvarying success. In the defense of persons accused of crime he has been singularly successful,

having within ten years acquitted twenty-four different defendants of the crime of murder in the first degree without a single conviction, and having defended men and women charged with almost every crime in the calendar. In that period of time he has met with but one verdict of guilty. In the practice of civil law he has been no less successful, and there is scarcely a prominent lawsuit in the records of eastern Washington in the last eight years in which he has not appeared, and in which his handiwork is not shown. His career is marked with industry, integrity and strict attention to matters in hand.

In order that he might the more assiduously prosecute his profession Mr. Griffiths has publicly and privately announced that he is out of politics until he is ready to retire from the bar. He resigned his position as vice-president of the National Association of Democratic Clubs for the State of Washington, and studiously avoids participation in politics. Since his retirement from politics his business has grown to such dimensions as to require his constant attention with a large corps of assistants. It is a sure thing that when he again enters politics in Washington he can and will have whatever he desires.

In New York city, October 19, 1892, Mr. Griffiths was married to Miss Ada C. Mordaunt, an accomplished young English lady, daughter of Alfred Edwin Mordaunt and a lineal descendant of Lord Mordaunt, Earl of Petersborough, and First Lord of the Treasury under William III. Mrs. Griffiths, however, has passed much of her life in Spokane, and is a most thorough American. His home, presided over most graciously by this beautiful and amiable wife, is one in which happiness finds abiding place, and here our subject may be found at all times when his attention is not demanded at his office, in the court room, or in the discharge of business duties.



ALFRED NOACK, one of the leading business men of his section of country, is not a native of the land of which he has become so good a resident, as he was born in Dresden, Saxony, April 16, 1848. His parents, William and Wilhelmine (Hausler) Noack, were married in Saxony, but on account

of the Revolution of 1848 were compelled to flee for their lives to America. The father now resides in California, but his wife died in Chicago, of cholera, in 1857. Our subject is the only surviving child, and grew to man's estate in Minnesota, where he engaged in the milling business, remaining there for eighteen years.

In the year 1872 he emigrated to the Golden State, settling in San Francisco, where he remained for ten years, when he traveled northward to Walla Walla, exchanging his calling from selling agricultural machinery for that of superintendent of the building of the machine shops now owned by Gilbert Hunt & Co., remaining with that firm for about eighteen months. At the end of that time he began business in the implement trade, in which he continued very successfully until his stock of goods was destroyed by fire. Not allowing himself to be discouraged he again set up in business, continued for two years, and in 1887 was again burned out. At this time he in company with his wife started a glove factory, and since that time they have largely increased their business, until they now employ several hands to assist them in their work.

The marriage of our subject occurred in 1874, when he was united to Miss Louis Wagener, a native of California, a daughter of Ernest Wagener, a native of Hanover, Germany, but now one of the oldest pioneers of the coast, being one of the immigrants of 1849, who came to California in that year. Mr. and Mrs. Noack have had five children, namely: Edward, Ida, Willie, Walter, and George, the youngest, who is now deceased. The surviving children are at home with their parents.

When the late war broke with all its fury upon this fair land of ours, Mr. Noack was too young to engage in any of the conflicts that convulsed the nation, but before the strife was over, at the early age of fifteen he enlisted, and in the short time he was in service saw more hard fighting than many of the men who entered at the beginning, and remained until the grand review at Washington. His command was Company G, Fourth Minnesota Infantry, which he entered September 5, 1864, participating in the battles of Allatoona and Savannah, Georgia, Pocatella, Columbia, and Bentonville. At Columbia, South Carolina, he was very seriously injured by being run over by an ordnance wagon, and from this injury he

has never fully recovered. June 12, 1865, he received an honorable discharge at Louisville, Kentucky.

Our subject and his wife are both members of the Methodist Episcopal Church, and the former affiliates with the Knights of Pythias. Mr. Noack has won the esteem and confidence of his neighbors, and, notwithstanding his serious losses by fire, is now carrying on a thriving business, which is daily increasing.

DAVID SHEPHERD, one of the well-known and respected citizens of Clarke county, was born in Perthshire, Scotland, July 12, 1822, a son of John and Margaret (Tyrie) Shepherd. The father and son were born on the same farm, which had been handed down for many generations. The father died in July, 1857, and the mother survived until June, 1874.

David Shepherd, the fifth in a family of six children, came to this country after the death of his mother, arriving in Portland, Oregon, in January, 1875. In the same year he returned to the home of his childhood for his wife, and the family were reunited June 14, 1876. In that year Mr. Shepherd rented a farm on Lake river, Clarke county, Washington, but two years later, in 1878, purchased his present place at Washougal. The farm was a part of the old Stiles donation claim, and at that time consisted of 818 acres, but our subject now owns 1,507 acres, all in one body except 200 acres near by, which he rents. His place is well adapted to fruit-growing, and he intends to subdivide 400 acres into small tracts. On the home property there is an old orchard of three acres, planted in 1852, which is still giving good returns. Mr. Shepherd has also 1,200 prune trees, three years old, and two acres in orchard of a general variety of fruit on the 200-acre tract five miles northeast of Washougal. In addition to his fruit interests, he also has an extensive dairy, which excels both in quantity and quality of product. He milks about seventy cows, and has produced as high as 2,000 pounds of butter per month, most of which is sent to Portland. For twelve years he has furnished butter to the old Oregon Steam Navigation Company, of the Columbia river, which is now controlled by the Union Pacific Railroad Company. The dairy contains all the appliances of the latest and most

convenient improvements for the manufacture of butter. The building is 60 x 24 feet, and is well ventilated. On the farm are also found suitable barns for hay and shedding purposes.

March 10, 1848, Mr. Shepherd was united in marriage to Miss Ellen Reid. They have had eleven children, ten now living: John; Ellen, wife of John Mitchell, of Salem, Oregon; David; James; Isabel, wife of Joseph Ernie, now traveling in Europe; Alexander; William; Thomas; George and Christena, now Mrs. James Hood, and a resident of Government island, Oregon. Mr. Shepherd has been closely connected with the Presbyterian Church since early boyhood, and is a staunch advocate and zealous worker in the cause of temperance. He also takes an active interest in school matters, and has recently donated liberally to the erection of a handsome school building at Washougal. He is noted for his indomitable perseverance and excellent business qualities. Although not an ordained minister, he has officiated at many funerals in his neighborhood, and is looked upon by all as an earnest Christian.



COLONEL THOMAS McARTHUR ANDERSON, of the Fourteenth Infantry, is the present Commander of the Vancouver Barracks, and has held the office during the past six years. He is a native of Ohio, born in Chillicothe in 1836. He received his literary education at Mount St. Mary's College, Maryland, and pursued his legal studies at the Cincinnati Law School, from which he was graduated in 1858. He practiced his profession for three years, but upon the breaking out of the Civil war he enlisted in the Sixth Ohio Volunteer Infantry. He was commissioned Second Lieutenant of the Fifth Cavalry May 7, 1861, and reported to General George H. Thomas, with whom he served in the first campaign of the war. May 14, 1861, he was commissioned Captain of the Twelfth Infantry, and participated in nearly all the battles of the Army of the Potomac, being twice brevetted for bravery in battle. After the war he served as Commissioner of Registration in the South, during the reconstruction period. He has served as Major of the Twenty-first Infantry, and also in the Tenth Infantry; he was Lieutenant Colonel of the Ninth Infantry, and was promoted to the office of

Colonel of the Fourteenth Infantry, September 6, 1886. He has commanded many important military posts in the country, and for many years has been a contributor to military and literary periodicals.

Colonel Anderson organized the Oregon and Washington branch of the Sons of the American Revolution. He is a member of the Loyal Legion and the Military Service Institute.

The parental ancestry of the Colonel is traced to the Virginia colonists in 1635. His great-great-grandfather was a vestryman of St. Peter's parish, Virginia, about the year 1680; his great-grandfather lived and died at Goldmine, Hanover county, Virginia; his grandfather was Richard Clough Anderson, Lieutenant Colonel Third Virginia Continental line, and Aid-de-Camp to General La Fayette. Several other members of the family were in the war of the Revolution: Colonel Thomas Marshall, Captain John Marshall (Chief Justice), General George Rogers Clarke, Lieutenant Colonel Jonathan Clarke, Captain John Anderson, and Major George Croughn. Governor William Clarke, for whom Clarke county, Washington, is named, was also a relative of the family. Colonel Anderson's maternal grandfather was Duncan McArthur, a Brigadier General of the war of 1812.

Colonel Anderson will probably be longest remembered in this community as the man who brought to a successful legal issue the dispute between the Government and the Roman Catholic Church as to the title to the military reservation of Vancouver Barracks. The Church claimed it under the title of the Mission of St. James.

Our worthy subject was married in Virginia, February 8, 1869, to Miss Elizabeth Van Winkle, of New York State, a descendant of the early Dutch settlers. They have a family of six children: Arline, Elizabeth, Minnie McA.; Thomas M., Charles Van Winkle and Irmin-gard. The Colonel is a member of the Masonic order and of the Sons of the American Revolution, as before mentioned.



FRED FLINT, of the real-estate firm of F. Flint & Co., Spokane, Washington, was born in Troy, Vermont, in 1857. His parents, Fred and Elvira (Richardson) Flint, were natives of Vermont, and his father operated

several stage lines and also kept a hotel. He died in 1886. The mother still lives at Newport, Vermont, where the subject of this sketch spent his boyhood days and received his education.

In 1878 Mr. Flint came West and located in San Francisco. While there he invented what is known as the Flint Patent Cream Raiser. He first introduced this machine in the Sound country of Oregon in 1887, and for two years manufactured the same extensively at Portland, at the end of which time he sold both the patent and the factory. While in California he was engaged in speculating in real estate and in handling patent rights. After selling his patent he invested in real estate in Seattle, Port Townsend, Whatcom and Sehome, living in Seattle until the fall of 1886. At that time he came to Spokane, and has since been engaged in business here. He was one of the incorporators of the Hudson Land Company, owners of 1,000 acres of land on the Columbia river at the mouth of the Okinakane river, a most valuable and desirable tract of land. Mr. Flint is also one of the owners of the Lynwood Park Addition. He has built several houses for speculation, has made some large sales, and has handled a number of important trusts.

Mr. Flint was married in April, 1889, to Miss Alice L. Gray, a native of Bucksport, Maine.

He takes a commendable interest in political matters, being a Republican, and frequently serving as delegate to county conventions. He is a man of broad and progressive views, and is in every respect a most worthy citizen.



EDWARD J. DYER, Spokane, Washington, has been cashier of the Exchange National Bank since its organization, July 17, 1889.

Mr. Dyer came to Spokane in 1882, and for five years was engaged in agricultural pursuits. He then identified himself with the Traders' National Bank, and was connected with that institution eighteen months. He has since occupied his present position. Mr. Dyer is thoroughly identified with the interests of Spokane, and during his residence here has made many warm friends, all of whom speak in the highest praise of him. Politically, he is a Republican,

having implicit faith in the principles of that party. Socially, he is a member of Spokane Lodge, No. 17, I. O. O. F. Mr. Dyer is one of the executors of the estate of E. J. Brickell, president of the Traders' National Bank at the time of his death, and whose estate is valued at \$1,000,000.

In 1882 Mr. Dyer was united in marriage to Miss Lelia A. Peel, daughter of the present Auditor of Spokane county. Their pleasant and attractive home is located at 220 South Walnut street, Spokane.



JOHAN K. ASHLEY, County Surveyor, Spokane, Washington, was born in Washington county, Ohio, in 1853, son of William and Mary J. (Muhlnix) Ashley. His father was a native of Portsmouth, Ohio, and was by profession a civil engineer. The Ashleys were many of them prominent men. James M. Ashley represented the Tenth Ohio Congressional District, and moved the impeachment of President Andrew Johnson; was afterward Territorial Governor of Montana, serving from 1869 to 1871.

The subject of our sketch was the oldest in a family of six children, and received his early education in the public schools of Denver, Colorado. He took a college course at Antioch, Ohio, where he graduated in 1876 with the degree of A. B. Returning to Denver, he was employed as civil engineer until 1886, when he came to Spokane. While in Colorado he served as a member of the State Legislature during the years of 1884 and 1885. He was elected County Surveyor of Arapahoe county, receiving 8,000 out of 12,000 votes. On coming to Washington he resigned this position in favor of his deputy, who still fills the office. Before being elected to his present office, Mr. Ashley served as City Engineer. His term as County Surveyor will expire January 1, 1893.

Mr. Ashley has invested largely in real estate in both Washington and Idaho. His pretty home in Spokane is valued at about \$3,000. He is thoroughly posted in every department of his profession, and is a quiet, affable and pleasant gentleman. Among the members of his profession he ranks high, and is regarded with esteem by all who know him. Politically he is a Republican. In 1892 he served as chairman

of the Spokane County Republican Central Committee. He is a Knight Templar Mason, having his membership with Denver Lodge, No. 5.

Mr. Ashley is a man of family. In 1879 he married the oldest daughter of Artemas Carter, of Chicago, Illinois. She died at Denver in 1885, leaving two children, Helen and John K. In 1888 he married Miss Lillian Hodder, at Boston, Massachusetts. Her father is president of the American Promoting Company at that place, and is a prominent man in business circles.

Mr. Ashley is a member of the Unitarian Church.



CHARLES LIFTCHILD, prominent throughout eastern Washington as a real-estate man, a member of the firm of Galusha & Liftchild, and now a resident of Spokane, has been so closely connected with the development of this part of the country, that to omit biographical mention of him in this work would be to leave it incomplete. Following is a brief sketch of his life:

Charles Liftchild was born in New Jersey, in the year 1860, second in the family of four children of Henry and Sarah (Lastrange) Liftchild, natives of New York. His father, a prominent commission merchant, died in 1864, and his mother passed away in 1892. Charles attended Peddic Institute in New York, and, in 1876, came West, his mother and older brother having already located in San Francisco, and after his arrival there he attended Oakland high school six months. Then he clerked for a time. In 1878 he went to Tombstone, Arizona, where he was engaged in business for himself two years, and from whence he went to Ames, Colorado. At the latter place he mined for a year and a half. His next trip was made overland to the Black Hills, a distance of 800 miles, on horseback. Arriving there in the fall, he located a ranch, improved the same, and also invested in some lots in Rapid City. This was the beginning of his real-estate transactions. He remained there, however, only a year, after which he returned to San Francisco and engaged in the manufacture of "Magic Soap," in company with Willard H. Seaton, and continued the same until July, 1888, doing a good business. They then sold out, and both he and Mr. Seaton

came to the Big Bend country of Washington, locating at Waterville. He then established claim to a ranch about thirty miles east of there. Returning to Waterville, he invested in considerable property, started the Waterville Board of Trade, and has since taken an active part in the development of the town, having been Chairman of the Emigration Committee all this time.

October 1, 1890, Mr. Liftchild came to Spokane to take charge of the Douglas county exhibit at the Exposition, made a unique display, and worked diligently all the time to show up the Big Bend country. He soon afterward extended his operations to Spokane, formed a partnership with L. McLain, under the firm name of L. McLain & Co., and became interested in every town in the Big Bend except Davenport, and has been active in building up every one. In 1892 his firm started two new towns, Bridgeport and Northport. He was elected a member of the Executive Committee to represent the Big Bend country in the State Board of Trade. At this writing he has an interest in the following towns: Coulee City, Chelan Falls, Lakeside, Waterville, Almira, Wilbur, Bridgeport and Northport. He holds the absolute power of attorney of a great many people in all these towns. He has made maps and written many articles descriptive of the Big Bend. Mr. Liftchild has seen much of rough life in the West from his early youth, has grown up with the country and is enthusiastic over its future prospects.

While a resident of San Francisco, he was married, in 1887, to Miss Jessie Carter, a step-daughter of Rev. E. H. Gray, Chaplain of the United States Senate under President Lincoln. They have had two children, Mureita and Jessie, the latter having died in infancy. Mrs. Liftchild is a member of the Baptist Church.



WILLIAM N. CROSS, a prominent citizen of Clarke county, has been identified with the agricultural interests of the Evergreen State since 1862. A native of the State of Illinois, he was born in Macoupin county, January 6, 1840. His parents, Micajah and Ellinor (Johns) Cross, were natives of the State of Kentucky. William N. is the eldest of their family of ten children. In 1852 they removed to Wayne county, Iowa, and after

a residence there of ten years, our subject joined the caravan crossing the plains to the coast States. Locating in Clarke county, Washington, he gave his attention to farming, and now owns a tract of 100 acres twelve miles northeast of Vancouver; thirty-five acres are under good cultivation, and two acres are set to a variety of fruits. A creamery in the neighborhood affords a market for the large quantities of milk produced by Mr. Cross' fine cows.

Adhering to the principles of the Democratic party he has ever cast his suffrage with this body. During the past fourteen years he has served as Justice of the Peace, and has discharged the duties of this position with a fidelity that has won the admiration and confidence of the entire community.

Mr. Cross was united in marriage, March 18, 1860, to Miss Sarah H. Dixon, of Illinois. Of this union five children were born: Mary E. is now the wife of William H. Alexander; James H., William M.; and Emma J., wife of E. A. Stenger; Martha B. is not living.

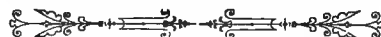


GEORGE MERDIAN, a successful fruit-grower of Clarke county, has been a resident of Washington since 1879. He was born in Marshall county, Illinois, May 11, 1847, a son of John J. and Mary (Burgun) Merdian; the father was a native of Germany, but emigrated to the United States in 1836; he located in Illinois in 1847; his wife was a native of France; they reared a family of twelve children, George being the fourth in order of birth. He grew to maturity among the scenes of his birth, and in connection with the duties that fell to his lot as a farmer's son learned the trade of a wheelwright from his father, who was a master of that vocation.

When he started out in life for himself he removed to Shelby county, Iowa, and there was engaged in agricultural pursuits for a term of seven years. The tide of emigration to the West steadily growing stronger, Mr. Merdian was caught in its sweep, and in 1879 found himself in Clarke county, Washington. He now owns a tract of twenty acres, eleven acres of which are devoted to prune culture; he has also a fine assortment of apples, cherries and strawberries, and markets the entire crop in Vancouver. He has made a specialty of drying

his prunes before placing them on the market, and has met with great success in this department.

Mr. Merdian was married, October 19, 1869, to Miss Lona Hider, a native daughter of the Buckeye State. Of this union four children have been born, Annie, Mary, George and Fred.



JS. HULL, a member of the grocery firm of Hull & Stevenson, of Cheney, was born in New York, in 1843, a son of J. J. and Sarah (Smith) Hull, natives also of that State. The father was a farmer by occupation.

J. S. Hull, the eldest of five children, was educated in the public schools of his native State. In 1864 he engaged in farming in Iowa, where he remained eight years, followed the same occupation in Western Nebraska fourteen years, and in 1888 came to Cheney, Washington. The grocery firm of Hull & Wright was founded the same year, but in 1889 Mr. Wallis purchased Mr. Wright's interest, and one year later our subject purchased the entire store. He remained alone until burned out by the great fire, when he lost about \$2,500, but immediately put in a new stock, and in the fall of 1890 the firm of Hull & Brittain was established. One year later Mr. Stevenson purchased the latter's interest, and the business is now conducted under the firm name of Hull & Stevenson. The capital invested is about \$4,000, and the firm is the largest of its kind in the city, carrying a general stock of groceries.

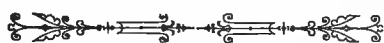
Mr. Hull was married in 1877, to Miss Mary Kenton, a native of Indiana. They have two children: Mary E., aged seven years; and A. J., three years. Our subject is a thorough business man, and has done much for the material good of Cheney.



RSTEVENSON, of the grocery firm of Hull & Stevenson, of Cheney, was born in Canada in 1843, a son of John and Mary (Oldham) Stevenson, the former a native of Ireland and the latter of Canada. Our subject, the second of eight children, came to the United States in 1864, and two years afterward located in California, since which time he has remained on the Pacific Coast, engaged in

farming, mining and various other callings. In 1879 he located on a farm in Cheney, Washington, and was actively engaged in agricultural pursuits there until 1891. In that year he purchased Mr. Brittain's interest in the grocery firm of Hull & Brittain. Mr. Stevenson is one of the most enterprising men in the thriving city of Cheney, and the firm of Hull & Stevenson have a large and profitable trade.

He was married in 1878, to Miss A. M. Haire, a native of Canada. To this union have been born four children, only two of whom are now living: Harold, aged thirteen years; and Carrie, three years. Mr. Stevenson is a member of the Congregational Church, and in his political views our subject affiliates with the People's party.



ANDREW J. REMINGTON, of Clarke county, Washington, was born in Berkshire county, Massachusetts, November 29, 1834, a son of Benjamin F. and Lydia (Rice) Remington. The Remingtons are perhaps one of the best known families of New England, and in fact throughout the various sections of the Union, not only as manufacturers, but have also a patriotic record in connection with the Revolutionary struggle. On the maternal side the name of Rice is also a familiar one, and they are descendants of one of the early and influential families of Colonial days. The father of our subject departed this life in 1880, and the mother still resides in Massachusetts.

Andrew J. Remington, the third in a family of ten children, was reared and educated in his native State. During his early boyhood he served an apprenticeship to the carpenter and joiner's trade, and followed that occupation through life until within a few years. After completing his trade he spent two years in Connecticut, was then in the city of Brooklyn until 1858, and in that year took passage on the Star of the West for California, via the Panama route. Mr. Remington followed his trade six months in San Francisco, and was then engaged in business in Portland, Oregon, about fourteen years. During that time he built several of the noted public buildings and private residences, and among them may be mentioned the Baptist Church and the residences of Josiah Failing, W. W. Page and James Clinton. The latter was the first residence built in East Portland, in

1859. In 1868 Mr. Remington located at Mill Plain, Clarke county, Washington, but soon afterward removed to his present home, on the Columbia river, near Fisher's, where he has eighty-two acres of land, one-half of which is cultivated, and contains an orchard of four acres. Mr. Remington also owns valuable timber land in this vicinity, and makes a specialty of the wood business. He employs twenty men in getting out and hauling cord-wood, and furnishes from 4,000 to 6,000 cords annually to the steamboat companies.

August 12, 1890, our subject was united in marriage to Miss Hattie Long, a native of Eureka, Humboldt county, California, and a daughter of Major Charles W. Long, a California pioneer of 1850. Mrs. Remington is a lady of culture and refinement, and presides over her household with becoming dignity and grace. In political matters, Mr. Remington is a staunch Republican, has filled the office of Justice of his precinct for the past six years, is a member of the Oregon State Agricultural Association, has served as School Director for many years, and has always taken an active interest in educational matters. He is vice-president and director of the Cape Horn Telegraph Company, one of the first telegraph companies in the State of Washington, and is wide-awake to all interests tending to further the progress and stable welfare of the magnificent commonwealth.



GARDNER KELLOGG, the first chief of the fire department of Seattle, and for twenty-five years a member of the volunteer fire department, was born in Thomaston, Maine, in February, 1838, son of Dr. David and Sarah (Prince) Kellogg.

Dr. Kellogg was born, reared and educated in Massachusetts. He began the practice of his profession in Thomaston, Maine, where he was married and where he continued to reside until 1847. That year he emigrated to Waukegan, Illinois, and there spent the rest of his life.

The subject of our sketch received his education in the common schools and academy of Waukegan. At the age of sixteen he went to Chicago, where for three years he was employed as clerk. During that time he was a member of the Hope Hose Fire Company, receiving his first lessons in the work of a fire department. In 1857 he went to Memphis, Tennessee, and in

1858 to New Orleans, going from there a year later to Boston, Massachusetts. At Boston he shipped before the mast on the *Sea Lark* for San Francisco, via Cape Horn, and after a voyage of six months and twenty-two days entered Golden Gate in January, 1860. He then shipped on the *Northwestern* for the East Indies, this cruise covering about four months. Returning to San Francisco, he went from there to Sacramento, where he was employed as clerk in a drug store of Dr. Justin Gates. After the great flood he again visited San Francisco. At this time he entered the drug store of Richards & Aitken and remained until the spring of 1863. He then came to Seattle and opened a drug store, conducting the same until 1872. That year he removed to Snohomish county, took up and improved a farm, and remained there engaged in agricultural pursuits until 1875. Returning to Seattle, he established a city drug store, which he conducted until the great fire of June, 1889, when he was burned out, sustaining a loss of \$30,000. He immediately resumed business in a tent on Second street, in which he continued one year. Then he rented a room, and when the Pioneer building was completed removed to it. He continued in business until 1884, when he was elected chief of the fire department, and the drug store passed into the hands of his son, Edward C.

Mr. Kellogg was married in Seattle, in 1865, to Miss Sarah A. Bonney, of Iowa, daughter of Sherwood and Lydia Bonney, who started for Oregon in 1852. Mr. Bonney died before reaching his designation and was buried on the plains. Mr. and Mrs. Kellogg have had five children, three of whom are living: Edward C., Charles W. and Sarah B.

Mr. Kellogg is a thirty-second-degree Mason and a member of the I. O. O. F., K. of P. and A. O. U. W. He was Postmaster of Seattle from 1864 until 1872, and for eight years served as Auditor of King county.

As the history of the fire department of Seattle is synonymous with that of Mr. Kellogg, we deem it fitting to attach that history hereto.

In August, 1865, Mr. Kellogg was the active promoter and organizer of the first hook and ladder company of Seattle. He furnished liberally of the funds to build the first truck, had ladders made for service, and was elected first foreman of the company. It numbered twenty-four men and was the only fire company up to 1868, when the city purchased the old hand

engine, "Sacramento." About 1870 a third-class Gould engine was purchased, and in 1872 a fourth-class Gould steam engine. At this time there was no ordinance regulating the fire department. The fire warden, by virtue of his office, was the head of the department, which was at that time entirely volunteer. In 1877 another truck company was organized, and by private subscription and a donation of \$300 from the city council a new truck was purchased, and is now in service, it having answered every alarm since placed in commission. In 1882 two hose companies were formed, and early in the winter of 1884 another hose company was organized. This was the celebrated "Dude" hose company. The department at this time consisted of one hand engine, two steam engines, one truck company and three hose companies. The water supply was cisterns at various places in the city, and inclines to salt water.

As usual in volunteer departments, considerable friction between companies was constantly occurring and a kind of "go-as-you-please" condition of things prevailed. This state of affairs was not conducive to good service and resulted in the passage of an ordinance creating the office of chief of the department and providing for a board of delegates to formulate rules for the guidance of the department. The first election for chief was held on the first Monday in May, 1884. This election was by the department at large, creating great excitement and a warm contest, and resulted in the election of Gardner Kellogg, who was annually re-elected up to 1888, when he was succeeded by Josiah Collins, Jr.

In August, 1884, the city contracted for water for the fire department uses with the Spring Hill Company, and twenty hydrants were located, with an elevation pressure of 120 feet at the lower levels in the city. In 1887 the city purchased a steel aerial truck, with an eighty-five-foot extension steel ladder, which was at once placed in commission.

In 1889, on the sixth of June, the business portion of Seattle was destroyed by fire, entailing a loss of \$10,000,000. At this time the department was severely criticised, and in part unjustly. It resulted, however, in the passage by the city council of an ordinance creating a paid department, the chief to be appointed by the council. Under this ordinance Mr. Kellogg was appointed chief, and continued in that office until the fall of 1892.

At the city election in the spring of 1892 the city went overwhelmingly Democratic, and the Jeffersonian doctrine that to the victor belongs the spoils prevailed in every branch of the city government. And while Mr. Kellogg had the endorsement of every insurance company doing business in the city, and notwithstanding that 1,052 of the business houses of the city, without regard to politics, petitioned the city council for Mr. Kellogg's retention in office as chief, and though he was twice named by the board of fire commissioners, the council refused to confirm his nomination, and he was succeeded by A. B. Hunt, who was in political accord with that body.

Mr. Kellogg then resumed his connection with the drug business.



HOMER L. MEAD, a citizen of Centralia prominently identified with her government, growth and prosperity, has been a resident of the State of Washington since 1889. He is a native of Ohio, born near Clyde, April 18, 1848, and a son of Robert B. and Laura M. (Alexander) Mead. The mother is now deceased; the parents were both natives of New York State, and were descended from ancestors who emigrated to New England during the latter half of the seventeenth century. Homer L. is the third of a family of five children. He acquired his education in the public schools of his native State, and at the age of twenty years embarked in mercantile enterprises, which he conducted successfully at Woodhull, Illinois, for a period of two years. He returned at the end of this period to Ohio and was engaged in business until 1878, when he went to Michigan; there he remained until 1889, and then pushed his way to the Pacific coast. For a few months he was in Tacoma, but before the end of the year he purchased the drug business of C. W. Johnson, of Centralia.

In 1892 he was elected Justice of the Peace, an office he had filled acceptably for a few months by appointment. Possessed of excellent judgment, he is able to make decisions apart from any personal preference, and his rulings have given universal satisfaction. In addition to his official interests Judge Mead cultivates a small prune orchard; he has five acres planted in this fruit exclusively and takes

a just pride in its flourishing condition. He is manager of the Centralia Undertaking Company, and in this capacity exhibits the same judgment and tact that characterize all his movements.

Realizing the importance that intellectual attainment must have upon the future of the nation, Judge Mead has taken a deep interest in the prosperity of the public-school system, and has lost no opportunity to add to its permanence as one of the institutions of this country. He has been a member of the School Board for three terms, and in this position has given emphasis to his sentiments upon this question. He is a staunch advocate of Republican principles, and has been prominent in the affairs of the municipal government. He is a member of the I. O. O. F., and has passed all the chairs of the lodge.

An important event of his life was consummated in his marriage to Miss Emma Holbrook, in December, 1876. Mrs. Mead is a native of Ohio. They have a family of three children: Florence, Edith and Leroy. They are all consistent members of the Baptist Church of Centralia.



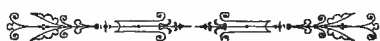
CHARLES C. ALVORD, proprietor of the "Red Barn" livery, feed and sale stables, Goldendale, Washington, has conducted a prosperous business here for several years. Through long experience he has become familiar with the demands of the public, and there is no better equipped barn in this section. He keeps a special line of vehicles for commercial travelers, and has first-class driving and saddle horses. His carriages and buggies are of the latest styles, and the entire establishment is conducted according to the most approved business methods.

Mr. Alvord is a native of the State of Illinois, born in Lake county, October 23, 1856. His parents, Wolcott and Sarah (Wilder) Alvord, were natives of New York State, but later in life removed to Swift county, Minnesota, where our subject, the eldest of the family of six children, grew to maturity. He passed his youth on a farm, and remained on the homestead until twenty years of age. Resuming the responsibilities of life, he went from home and took up his residence in Iowa, near Council Bluffs. There he was engaged in

farming for three years, but in 1880 determined to cross the continent and make his home on this coast. He first settled in Klickitat county, and engaged in farming and stock-raising for nine years. He then came to Goldendale and purchased the livery business of E. W. Pike.

Soon after his residence here began he was appointed Constable, and in the fall of 1892 he was elected to the office, which he still retains. He takes an active interest in the leading political questions of the day, and casts his suffrage with the Republican party. He is a member of the Knights of Pythias and has been Vice-Chancellor of that body, and is at present Chancellor Commander.

Mr. Alvord was married in December, 1889, to Miss Lizzie B. Pierce, daughter of the Hon. D. W. Pierce, of whom extended mention is made on another page of this volume.



S C. WILLIAMS, one of the thriving young farmers of Walla Walla county, Washington, was born in Miami county, Ohio, December 22, 1848. His father, John Williams, was a native of New Brunswick, and married Maria Calvert, who was also a native of New Brunswick, but who came to Ohio at an early day, and in 1854 to Illinois, settling in Peoria, where she lived three years and then removed to Iowa, where she resided until 1864. At that time our subject's father crossed the plains with horses until he reached Boise City, where he traded his horses for oxen, and thus finished his journey. He now lives in the city of Walla Walla with his wife, both of whom are now well advanced in years. He owns a good farm of 300 acres on Mill creek. They have had a family of thirteen children, and the subject of this sketch is the third child.

Our subject received only a common-school education, and remained at home until he was twenty-one years of age, and then went into the freighting business, going from Boise City and other points in Idaho. After being thus occupied, he farmed for two years and rented land, and then took up a redemption claim of 160 acres, improved it and lived there thirteen years. He then sold this farm, for which he received \$4,500. He then bought 360 acres, where he now resides, paying \$9,500 for the

farm. At the present time our subject owns 660 acres of fine land on Dry creek, six miles northeast of Walla Walla, and here he has built a fine residence, at a cost of \$1,500. In 1892 he raised 6,000 bushels of grain, that being considered a very poor crop on account of the hot winds having cut it short. An average crop is from 8,000 to 9,000 bushels a year.

In the fall of 1870 our subject was married to Miss Ellen Buroker, who was born in Ohio, a daughter of David and Sarah Buroker. Mr. Williams and wife crossed the plains together when they both were children, and shared the hardships together, little thinking of the events of after years. Four bright little children have been born to them: Emma J., Effie, Jesse and Claud. Mr. Williams has now become one of the leading farmers of this county. He is well known and full of pleasant reminiscences of other days. Some of his tales of the early singing-schools and merrymakings in the then new home are very entertaining. He has now a fine herd of horses, thirty head of them, using many on his farm. Five acres of his land is set out to orchard, and all the conveniences of modern farming are to be found here.



WILLIS A. RITCHIE, Spokane, Washington, is one of the most successful of the high-grade architects of the Pacific coast.

Mr. Ritchie was born in Van Wert county, Ohio, July 14, 1864. His father is the Hon. John E. Ritchie, Judge of the Common Pleas Court of Allen and Shelby counties, Ohio. Young Ritchie's mother was a McCoy. Both parents were born in eastern Ohio.

The subject of this sketch was educated in the public schools of Lima, but before he had finished the course assigned him at school he had attained sufficient knowledge as a draughtsman and left school and began the building of a home for his father upon plans he had matured while in school. He was not quite sixteen at this time. He was apprenticed to a carpenter and contractor, with whom he remained two years, during which time he pursued a course of study in architecture that had been mapped out for him by a prominent architect in the service of the government. During the next two years he devoted his time to work under the supervision

of the above named architect, after which he returned to his home in Lima, where he hung out his shingle as his own master and general. He was not yet nineteen.

His first work aside from the home he had planned for his father was two dwellings and a business block at Bucyrus, Ohio. Then he planned business houses and dwellings at Delphos, Ottawa, Columbus Grove and at other places in Ohio. He then competed with architects from Dayton, Ohio, for a business block at Troy, Ohio, and while it was admitted that his plans were the best it was thought best not to award him the contract on account of his extreme youth and inexperience.

He met the same fate for the same reason on buildings he bid for at Wapakoneta and Van Wert, Ohio. This was in 1885. He had been working hard, and thought that a few weeks' vacation on the lakes would do him good, but before he was ready to leave an offer came to him from Winfield, Kansas, where he went, and contracted for the Farmers' Bank building. He found this field ripe for architectural work, and instead of staying away one month, as he had contemplated, he remained until the following December. During his stay in Kansas he remodeled, planned and built the following structures:

Central School building at Winfield, at a cost of \$20,000; St. James Hotel, \$20,000; Banker Eaton's residence, \$10,000; Southwestern Kansas Methodist Episcopal College, \$60,000. In this work he had to compete with architects from St. Louis, Topeka, Wichita, Parsons and Denver. All these contracts were secured within six weeks after his arrival at Winfield. This shows that not only was the character of his work good, but that his reputation had already taken wings and was flying with the rapidity of a bird across the western plains. His office during all this time was in the room at the hotel where he boarded.

When he returned to Ohio in December it was not for the purpose of remaining there, but to clean up his business and get back to Kansas at the earliest time possible. This was accomplished within two weeks, and when he again reached Kansas he found work piling in upon him thick and fast, which necessitated the employment of six other draughtsmen at his headquarters and the establishing of branch offices at Wellington and Arkansas city, where five assistants were kept busy. During this period he

was appointed Superintendent of Architecture on the Government building to be utilized for United States courthouse, post office and land office, at Wichita, Kansas. The building cost \$200,000. Mr. Ritchie held the above superintendency until May, 1889.

In the year 1886 Mr. Ritchie was appointed Civil Engineer for the city of Winfield, Kansas, and served in that capacity until forced to abandon it because of his Government contracts. This was in 1887, when all Kansas was at a red-hot heat with the boom fever. As civil engineer and architect Mr. Ritchie found his hands full, platting town sites, surveying railroads and constructing houses, besides attending to his Government contracts. He planned numerous schoolhouses during that year in all parts of southwestern Kansas, besides building two courthouses, one for Meade county and the other for Barber county; also the city buildings at Winfield.

Mr. Ritchie had acquired such a fame as an architect that there was erected in that section of the country scarcely a prominent building in the construction of which he did not take part, and the bank buildings, churches, colleges, hotels, opera houses, business blocks and dwellings he constructed were numerous indeed. He put up nearly \$2,000,000 worth of buildings in one season. All at once there came a depression in Kansas, and Mr. Ritchie sought a new field. He had selected Salt Lake City as his next point, and would have remained there but for the great fire in Seattle, June 6, 1889. He landed in Seattle three weeks after the fire, and his record since that time has been a memorable one. Coming here an entire stranger, and being forced to compete with many older and more experienced architects, he surmounted all obstacles and to-day stands in the front ranks of architects on the Pacific coast. His abilities were soon recognized, and the first work of magnitude secured by him was the King county courthouse, a \$200,000 structure, and one of the grandest buildings for that purpose on the coast. * Then came the Whatcom county courthouse, \$75,000, two \$25,000 school buildings at Olympia, high-school building at Ellensburg, costing \$40,000, and the Jefferson county courthouse, at a cost of \$100,000, besides innumerable smaller contracts.

Mr. Ritchie is a natural-born draughtsman. When a little boy his father noticed this peculiar gift and rendered his son all the assistance

he could by furnishing him with instruments for that purpose. The father's ambition was to make a lawyer of his son, but genius would out, and Judge Ritchie has the satisfaction of knowing that while his son might have done fairly well at the bar, he stands second to no man west of the Rocky mountains as an architect.

In March, 1892, he moved to Spokane, where he is now permanently established. Since that time he has erected the following buildings: the Clark county courthouse at Vancouver, Washington, \$40,000; Thurston county courthouse, Olympia, Washington, \$115,000; a school building at Wallace, Idaho, \$11,000; Prescott and Lincoln school buildings, Anaconda, Montana, costing \$15,000 and \$25,000 respectively; and Spokane city building, \$60,000. He took the first prize in competing for the Washington State building for the World's Fair, there being twenty-three architects of the State of Washington in the competition.

Mr. Ritchie was married to Miss Etta Reid on his twenty-third birthday. As a coincidence it may be added that his father was also married on his twenty-third birthday, a matter the son had not thought of at the time. Mrs. Ritchie has proven herself an able and willing assistant to her husband, and much of his success is due to the good judgment and enthusiasm of his wife.

Mr. Ritchie is a member of the Knights of Pythias at Lima, Ohio.

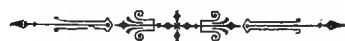


HON. JOHN A. TAYLOR, one of the pioneers of the Pacific coast, was born in Allegany county, New York, September 12, 1825, a son of Job and Rebecca (Fish) Taylor, natives of Massachusetts. The parents moved in an early day to New York, where the mother died when our subject was young. When the latter was thirteen years of age, in 1837, the father removed to Wisconsin, where he was engaged as a millwright, carpenter and joiner, and remained in that State until his death, in 1842, at the age of sixty-three years.

John A., the youngest in a family of eight children, received only limited educational advantages, and at the age of twenty-one years he began life on his own account. In 1852, with his wife and three small children, he started with

an ox team on that long and perilous journey across the plains for Oregon, arriving in Portland just six months to a day from the time of starting. He had no difficulty with the Indians, and was detained only a short time by sickness. After arriving in that city, Mr. Taylor leased and conducted a sawmill two years, and then built a ferry boat on Tualatin river, afterward known as Taylor's Ferry, which he operated seven years. During that time his business had grown to such an extent that he built a toll bridge, and conducted the same for ten years, selling at a large price. Mr. Taylor was then engaged in the hotel business in Amity, Yam Hill county, until 1876; was then employed as clerk in the implement business of Hawley, Dodd & Co., two and a half years; was with Paine Bros. three years, and with Jones & Co. one and a half years. In 1882 he was a candidate for Justice of the Peace on the Republican ticket, was elected by a large majority, and held that position ten years, also serving as Police Judge of Walla Walla for a time. He represented Washington county, Oregon, in the Legislature in 1868, and represented Walla Walla county, Washington, in 1879. He owns eight residences in this city, and also a street-sprinkling plant.

Judge Taylor was married March 22, 1846, to Miss Sarah Mc Kinsey, a native of Kentucky, whose parents were born in Virginia. To this union have been born seven children, viz.: Lusetta, wife of Samuel Kelly, of Walla Walla; Frank K., a resident of Pomeroy, Washington; Anna, deceased, was the wife of Joseph Painter; Jennie, now Mrs. D. J. Wann, Asotin; Ella, wife of W. J. Lawrence, of Massachusetts; John, of Tacoma. Judge Taylor is an ardent Republican, and has long been a member of the Masonic order, Walla Walla Lodge, No. 7.



FRANK W. PAINE, one of Washington's pioneers and self-made men, was born in Somerset county, Maine, August 31, 1839, a son of William and Elizabeth W. (Pike) Paine, the former a native of Worcester, Massachusetts, and the latter of New Hampshire. The father, a farmer by occupation, died in 1884, and his wife departed this life in 1872. They were the parents of six children, of whom our subject was the fifth child. His youngest brother is engaged with him in business.



B. L. Day

Frank W. Paine was early inured to farm labor, and at the age of twenty-one years he began life on his own account. Being a young man of high ambition, and not wanting to settle down in an old country, he removed to California in 1861, where he was employed as a clerk in a mercantile store one year. In 1862 he took up his residence in Walla Walla, Washington, worked for a time in a sawmill in the mountains, clerked in Dr. Baker's mercantile store one year, spent two years in mining in Idaho, resumed his old position in Baker & Boyer's store, and then took a stock of goods to Montana. After returning to this city, and in partnership with Governor Moore and his brother, Mr. Paine purchased the store of Baker & Boyer; later the brothers bought the interest of Mr. Moore, and the business was then conducted under the name of Paine Bros. They afterward sold their general merchandise, and embarked in the implement trade, which business, after some years, they sold to Knapp, Bunal & Co., of Portland, Oregon, and the brothers are now engaged in the real-estate business in this city. The Paine Bros. erected one of the largest blocks in Walla Walla, known as the Paine Block, and they also own several other good buildings, besides vacant property. Large tracts of agricultural land throughout the State belong to this firm.

Although our subject started out in life as a working boy, he is now a rich man, and has the prospect of living to a good old age to enjoy his hard-earned gains. He has been a member of the City Council for a number of years, served one term as Mayor of his city, and as School Director about twelve years. He was chairman of the school board which erected the large and beautiful school building of this city, which was named the Paine school, in his honor. Mr. Paine has been president of the Board of Trade of Walla Walla for a number of years. In 1887 he organized the State Prison at Walla Walla, moved the prisoners from Seateco, which is now called Bucoda, to this city, was appointed its Commissioner, and, after the election of Governor Ferry, was made president of the Board of Directors, which instituted and built the jute manufactory for the prison. Under his administration the prison was a model of its kind and the manufacturing of jute bags was made a financial success.

April 3, 1876, our subject was united in marriage to Miss Ida B. Issley, a native of Maine. Mr. Paine met and married his wife in Wash-

ington, District of Columbia. They have four daughters: Bessie, Josephine, Mary and Frances. Mr. Paine is an ardent supporter of the Republican party, and his first presidential vote was cast for Abraham Lincoln.



BENJAMIN F. DAY.—One of the prominent and representative citizens of Seattle is Mr. Benjamin F. Day, who for years has been closely identified with the city's best interests, and who has contributed largely to her material progress and improvement. Mr. Day was born near Oberlin, Ohio, on January 16, 1835. His parents were John and Amanda (Harmon) Day, natives respectively of Vermont and New York. The Day family were among the pioneer settlers of Ohio, and were prominent developers of farm, orchard and agricultural interests, and exercised a salutary influence upon the inceptive destiny of the young State. Our subject was one of fifteen children. Owing to the vicissitudes and meager opportunities of pioneer life, his boyhood was passed in farm labor, although he aimed to improve the educational facilities offered by the winter schools, frequently walking five miles to the little log schoolhouse, and then receiving but very modest advantages. He remained with his parents until twenty-one years of age, aiding in the general support of the family. In 1856 he struck out for self-support, turning his face to the great West. He farmed in western Ohio, Illinois and Iowa up to 1875, and then, in partnership with his two brothers, Levi B. and Edwin, the former being now a prominent stock and grain operator in Chicago and the latter a successful farmer of Ohio, purchased three sections of land (640 acres each) in Atchison county, Missouri, where they engaged in raising grain and fattening hogs and cattle for market, with our subject as general manager. Their cornfield frequently embraced 1,280 acres in one body, and the entire product would be fed upon the ranch.

Through unfortunate stock speculations, however, and with health impaired by overwork upon the farm, our subject quit the ranch, in 1879, and came to the Territory of Washington, reduced both in health and finances. He spent the first winter in Walla Walla, and came to Seattle in the spring of 1880. With very lim-

ited resources he began work in the Commercial Mill, but finding the duties too arduous, and having in the meantime made some profitable sales in real estate, he soon left the mill and devoted his attention to real-estate business, in which he has met with flattering success. He has made several additions in the vicinity of Lake Union and has handled large blocks of acre property in and about that locality. He is at present the owner of considerable improved and unimproved real estate of much value. His home place, situated in Fremont, on the Lake Union street railway line, is one of the most beautiful of the many handsome demesnes in and around Seattle. It comprises thirty acres of highly improved land, upon which he has erected a large and elegant residence, the latter being surrounded by most beautiful lawns, diversified by parterres of pleasing design, the grounds being in season a veritable bower of roses.

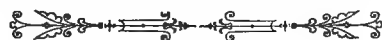
Mr. Day was one of the organizers of the Washington Improvement Company, of which he served as vice-president and manager, and he took an active part in opening the first canal or waterway between Salmon Bay and Lake Washington. He has also been a promoter in every interest and enterprise which has concerned the upbuilding and development of Seattle, and to-day is regarded as one of the most enterprising and public-spirited men in Seattle, enjoying the esteem and respect of all who know him. The B. F. Day Public School is a living and lasting monument to his memory, as he donated twenty lots, 40 x 120 feet each, to the city for school purposes, and the school was named in his honor.

Mr. Day has played a prominent and conspicuous part in the political and municipal history of Seattle, as well in its material development, and as in the latter, so also in the former his energies and influences exerted for the benefit and general good of the city. He was elected to the city council from the third ward about 1883, and at the ensuing election was returned to that body by an almost unanimous vote, notwithstanding a most bitter and relentless opposition was accorded him by the "tough" element of the city. The enmity of this element was occasioned by the stand taken by Mr. Day for all that was good and moral, and against all that was low and vicious in the affairs of the city. He took a firm and uncompromising stand against the low dives and

bawdy-houses of the city, and labored devotedly and unceasingly for their abolishment. He was first elected on the Prohibition ticket, and lived up to the promises made during the campaign, and singularly enough he was the only one of that council who was re-elected at the following election, a fact which clearly demonstrated that honesty add purity in city officials command respect. For three months of his term as councilman he stood alone and battled single-handed in his efforts to improve the morals of the city. He was harassed and hampered on every side. He could not secure seconds to his motions and was thus prevented by parliamentary usages from getting many of his plans and measures before the council for consideration or record. He was chairman of the committee on gas and lights, but his bills were not allowed, the council endeavoring by this means to whip him into line. He, however, fought it out alone and single-handed, and in the end triumphed to a great extent, as, in company with other good citizens, he went to Olympia and secured from the legislature a new city charter, thereby gaining the support of one member of the council, who, seconding his motions, permitted Mr. Day to bring his measures before the council and upon the records. This strife was maintained throughout his entire time in the council, and he thus won the respect and esteem of all lovers of good government and clean city morals.

During the Chinese troubles in Seattle Mr. Day took a prominent part, again exerting himself in behalf of law, order and justice, though his course was fraught with imminent personal danger, his life being at times in jeopardy.

Mr. Day was married, in Ohio, in 1859, to Miss Frances R. Smith. As to social orders, he affiliates with the I. O. O. F. fraternity.



JUDGE H. W. EAGAN, a prominent citizen of Walla Walla, was born in Sumner county, Tennessee, December 17, 1822, a son of H. H. and Sarah (Bandy) Eagan, the former born in Tennessee in 1800, and the latter in Kentucky in 1803. In 1828, when our subject was six years of age, the parents moved to Marion county, Illinois, settling on a farm near Salem. Although the father was a carpenter by trade, he raised his family on the farm, which in course of time they made one of the

finest places in southern Illinois. Mr. Eagan died there in 1844, aged forty-four years. His wife survived him until 1892, dying at the home of our subject in Walla Walla, at the good old age of eighty-nine years.

H. W. Eagan, the eldest of eight children, remained on the home farm until twenty-three years of age, receiving his education in the log schoolhouse of Marion county, and also attending one term in the high school of Salem. He afterward followed the carpenter's trade until 1850; was then elected Justice of the Peace, held that position four years, and then served as County Clerk of Marion county the same number of years. When a young man, Mr. Eagan became a member of the Cumberland Presbyterian Church, and later entered the ministry. He was engaged in preaching in Illinois until 1867; spent the following five years in Macon City, Missouri, and September 15, 1872, arrived in Walla Walla, Washington, where he came in search of health. Mr. Eagan continued in the ministry until 1888, having spent thirty years in hard labor and study, but he was then obliged to resign that calling on account of failing health. He was then nominated for Probate Judge, and elected by a large majority in both parties. He served in that position two years, and then accepted the nomination by the Democratic party to the office of County Clerk, and is now filling his second term in that capacity, having been re-elected at the fall election of 1892.

At the opening of the late war, Judge Eagan was offered the position as Chaplain of the One Hundred and Eleventh Regiment, but owing to ill health he could not pass an examination, and was compelled to stay at home. But he was never idle during that great struggle, having assisted the poor and needy that were left behind. He also assisted in raising the Twenty-first Regiment, which was afterward assigned to Colonel Grant, and the One Hundred and Eleventh Illinois Regiment. He was a lover of the Union, and, had his health permitted, would have shouldered his gun and helped to save his country and flag.

The Judge was married in October, 1845, to Miss Elizabeth A. White, a native of Tennessee, who settled in Marion county, Illinois, in 1834. They had four children, two of whom died when young. Their son, Dr. E. P. Eagan, now resides on a fruit farm near Milton, having given up the practice of medicine. The daugh-

ter, Hattie E., is the widow of Lieutenant Edwin H. Sheldon, late of the First United States Cavalry, stationed at the garrison near Walla Walla, where he died in January, 1880. They had two children: Bessie and Edwinna, the latter now deceased. Bessie and her mother now reside with Judge Eagan. The Judge has a beautiful cottage on Alder and Sixth streets, and also owns 160 acres of land in Yakima county.

JESSE FERGUSON, of Tumwater, has the honor of being one of the oldest living pioneers of Washington, having come to the mouth of Des Chutes river, with M. Simmons, George Bush and J. McCallister, before any white people were there; when not even a trail existed into the interior, they being obliged to cut a path and clear a space large enough to accommodate their camp.

The subject of this sketch was born near Sandusky, Ohio, May 6, 1824. His parents, Samuel and Jane (Bausser) Ferguson, were natives of Pennsylvania and Ohio respectively, and were married in the latter State. They soon afterward emigrated to Quincy, Illinois, at that time on the frontier of civilization, where they resided until the subject of this sketch was seventeen years of age. They then removed to Savannah, Missouri, where they passed the remainder of their lives. They had twelve children, of whom three survive: V. F., a resident of Iowa; J. F., in Oregon; and Jesse, whose name heads this sketch.

Mr. Ferguson, of this notice, accompanied his parents to Savannah, Missouri, where he remained three years. At the end of that time, on May 6, 1844, he started, as already noted, with M. Simmons, George Bush and J. McCallister for the Pacific coast. They experienced some trouble at first from the Indians, who stole their stock, but otherwise pursued their way unmolested. They had comparatively easy traveling until reaching Fort Hall, to which point the road had been made by the Hudson's Bay Company in 1843; but from there the party were obliged to continue their way to the Dalles with wagons. They spent a short time here during the winter of 1844, and then hired a batteau from the Hudson's Bay Company, in which they came down the Columbia river, passing through the place where the proud city

of Portland now stands; where then was no sign of habitation, a dense forest marking the scene, and continuing their way to Oregon City, at that time a straggling hamlet.

They remained here almost nine months, engaged in logging, lumbering and carpentering, when in the summer of 1845 they went by canoe to Astoria, Oregon, where they remained four months. They then started for northern Oregon, or what is now the State of Washington, where, late in the fall of 1845, they arrived at the place now known as Tumwater, but which then, and for years afterward, bore the name of New Market. They worked during the winter at making shingles for the Hudson's Bay Company, for shipment to the Sandwich islands. This company then had their headquarters at Fort Nisqually, with Dr. Tolmie in charge. The only tools they had for making shingles were an ax and draw-knife, and they worked in the forest where Olympia now stands.

The subject of this sketch remained in this vicinity until June, 1849, in the meantime having taken a claim of 320 acres, situated two miles from Tumwater, on Bush prairie. It will be remembered that at about this time gold was discovered in California, and, like many others, Mr. Ferguson was seized with a desire to visit this El Dorado. Accordingly, in 1849 he took passage on a lumber-laden vessel for the Golden State, where he arrived in due time. Owing to rains, however, he did not do any mining, and shortly afterward returned to Columbia river, making a short stop on Sophie's island, from which place he proceeded once more to New Market, and this time found several white families settled on the present site of Olympia. He now commenced working at making square timbers to ship to San Francisco, in which occupation he was employed for two years, when, in 1851, he removed to his claim to live. He remained on his farm during the winter of that year, when the English sloop Georgiana sailed into the harbor, hailing from Sydney, Australia. On her departure Mr. Ferguson, with twenty-five others, departed for Queen Charlotte's island in search of gold.

The sloop reached the island without any casualty of note, but here, at the end of the voyage, the boat was driven ashore in a gale. Soon afterward the Indians rushed on board, robbed the passengers of all they had, took them prisoners, and kept them for fifty-four days, until they were rescued by the United

States Government vessel Damerescove, under Captain Balch. The rescue of the prisoners was made by ransom, the United States Government buying goods of the Hudson's Bay Company, at Victoria, to the amount of \$1,500 to give to the Indians. This experience cured Mr. Ferguson of the gold fever, and he has since been content to reside uninterruptedly on his farm, satisfied with his vast amount of land and stock.

During the Indian war of 1855-'56, Mr. Ferguson built a block-house on his claim, in which he continued to live during that troublesome time in preference to seeking protection in a fort, he being one of the few who continued to remain on their land.

In 1850 Mr. Ferguson was married to Jane Rutledge, a native of Ohio, who crossed the plains with her parents, William and Margaret Rutledge, who settled in Thurston county in 1850. She was a faithful and affectionate helpmate, sharing without complaint all her husband's hardships and labors for ten years, when she died, leaving five children to his care. These are: Henry F., David S. and Samuel, all married and residing in Thurston county; Sarah J., wife of William Lee, living on part of her father's claim; and Annie, who married J. Callou, resides in Kamilleche. Mr. Ferguson has never remarried, but resides with his daughter on the old homestead, which he reclaimed from a wilderness and has made to blossom as a rose.



AD. McPHERSON, one of the pioneer settlers of Klickitat county, is a typical representative of that body of men to whom is due the present importance of this county. He has lived here about fourteen years. He was born in Nova Scotia, in 1840, a son of Donald and Mary McPherson, natives of Inverness-shire, Scotland. They moved to Nova Scotia in an early day, where they remained until death.

A. D. McPherson, our subject, spent his early life in his native country, receiving such educational advantages as was given the farmer boy of that day. Not being satisfied with the advantages afforded him in his native country, he emigrated to the United States. He made California his home for seven years, after which

he came to Klickitat county, Washington, and a year later took a homestead of 160 acres. Mr. McPherson has since added to his original purchase, until he now owns 240 acres of well improved land, located seven miles northwest of Goldendale, and in the best wheat section of the country.

In 1883, in California, our subject was united in marriage to Miss Joan Cameron, a daughter of Angus and Mary Cameron, natives of Scotland. They afterward located in Nova Scotia, and remained there until death. Mr. and Mrs. McPherson have had four children: Horace Lamb, Harvey Grant, Mary Jane and Alfred Kirk. Socially, Mr. McPherson is a member of the Masonic order of Goldendale. He affiliates with the Republican party, takes an active interest in township and county affairs, and is foremost in every enterprise for the good of his community and highly respected by all who know him.



JAMES H. PAYNE, of Seattle, Washington, was born in Shelby county, Kentucky, May 5, 1823, a son of Jonathan and Elizabeth (Wright) Payne, natives, respectively, of Virginia and Kentucky. In the fall of 1823, after spending a number of years in Shelby county, Kentucky, the father moved his family to Owen county, Indiana, where he secured a farm, erected a cabinet shop, and there passed the remaining years of his life.

James H., the youngest of thirteen children, and the only survivor of the family, remained with his parents until twenty-two years of age, attending to the duties of the farm and also assisting his father in the shop. In February, 1845, he engaged as clerk in a mercantile store in Grand View, Kentucky, receiving \$8 per month and board, and one year later purchased an interest in the business. In the fall of 1852, on account of failing health, he sold his interest in the store, and in the following spring, in connection with Benjamin Freeland and Henry Colman and their families, he decided to come to Oregon. They started March 21, 1853, the little train numbering eight wagons and 180 head of cattle and horses, and, with the usual experiences of the pioneers, they crossed the plains and mountains to The Dalles, Oregon, thence by the Barlow route to the Willamette valley, locating near Brownsville, Linn county.

Mr. Payne purchased a claim of 320 acres for \$500, the only improvements being a little slab-house, 10 x 12 feet, and even this seemed large after living in wagons so many months. Food was very expensive, and the only supply was wheat at \$2.50 per bushel, which was ground for flour, cracked for mush and browned for coffee. With a sick wife and two small children, Mr. Payne struggled through the first winter, often driving ten miles to cut and draw rails to fence a little ground for the spring crops. They remained on the farm about five years, and during that time improved the house and put thirty acres of land under the plow. In the fall of 1858 our subject engaged in cabinet work and the furniture business in Albany; in the spring of 1866 began carpentering in Salem, and in 1868 came to Seattle.

After arriving in this city Mr. Payne first followed the grocery trade for a few months. In the spring of 1869 he was one of a syndicate to purchase the New Castle coal mines, which they improved and operated about two years, and then sold at a great sacrifice. He was next employed on the Snohomish Indian reservation about nine months, but, there being but few facilities for educating his children there, he soon returned to Seattle, where he has ever since resided. Mr. Payne followed contracting and building until 1889, and in that year erected his cottage home at 304 Olympic avenue, and retired from active business.

He was married at Grand View, Illinois, September 26, 1848, to Miss Mahala B. Freeland, a native of Spencer, Indiana. They have had five children, namely: Emma A., widow of James Thomas; Mary E., deceased; Julia A., now Mrs. C. H. Staddleman; Flora E., wife of W. H. Hughes; and Quinn E., deceased. The latter was a young man of great promise, but after a service of eight years as mail clerk between Seattle and Whatcom, his health failed from hardships and exposure, and his untimely demise ensued.



AC. BOSTWICK, M. D., was born in Lancaster, Pennsylvania, in 1829, but his parents removed to Ohio three years later, and in the old Buckeye State his boyhood days were passed. In 1850 he removed to Park county, Indiana, and attended the high school at Rockville. In 1857 he be-

gan attending the medical department of the University of Michigan at Ann Arbor, and in 1859 removed to Kansas.

During the late war of the Rebellion Dr. Bostwick was Major Surgeon of the Ninth Kansas Cavalry, a position which he was compelled to resign in 1863, on account of impaired health. He resumed the regular practice of his profession and later took a special post-graduate course at Rush Medical College, Chicago. In 1873 he removed to Portland, Oregon, and two years later took up his residence in Tacoma, where he has since remained in the successful practice of his profession. In the early days of his professional work here he was frequently called to remote parts of the State, his skilled services being much in demand.

Dr. Bostwick served as United States surgeon to the Puyallup reservation in 1877; has officiated as a member of the Pension Examining Board; was president of the first medical society organized in the Territory; was a member of the first City Council of Tacoma, and president of the first board of trade. He has also been prominent in banking circles.

This brief review will prove adequate to show the position which Dr. Bostwick has maintained in the development of the State and city, and he stands conspicuous among those who have been identified with the march of progress and who have been conservators of the best interests of the section.

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REYNOLDS & STEWART are leading lawyers of Chehalis, Lewis county. The firm was established April 1, 1890, and is probably the ablest and best known law association in Lewis county. Their practice, which has been a lucrative and constantly increasing one from the start, extends not only throughout the county, but far into the adjacent counties and surrounding Territory. Messrs. Reynolds & Stewart are the legal advisers and counselors for the financial institutions of Chehalis, and also for many of the leading incorporated enterprises of the city and county. The firm, either jointly or separately, are closely identified with a number of the growing industries of Lewis county, and among them may be mentioned the Commercial State Bank of this city; Chehalis Improvement Company; Chehalis

Flume & Aqueduct Company, incorporated in 1889; also the Washington Mining & Developing Company, incorporated December 10, 1892; and many other enterprises.

W. A. Reynolds, the junior member of the firm, was born in Indiana, July 3, 1850, a son of Ashbell S. and Emily W. (Williams) Reynolds, natives respectively of New York and Connecticut. The father died in 1859, and the mother survived until 1890. At the early age of thirteen years, our subject left the parental roof, and began the battle of life on his own account. Since that time, with no other aid than his own energy and perseverance, he has made his own way through life. He proceeded to Wilmington, Illinois, where he engaged at farm labor, attending school during the winter months. He graduated at the Rock River Seminary, at Mt. Morris, with the class of 1874. Mr. Reynolds then began teaching, served as principal of different public schools for some time, and then entered as a student in the law office of Steel & Jones, at Chicago. He was subsequently admitted to practice in the Supreme Court of Illinois, followed his profession in Chicago from 1881 to 1883, and in the latter year came to the Pacific coast. After remaining a few months in Portland, Oregon, he located permanently in Chehalis, Washington, since which time his name has been prominently connected with the official affairs of the city and county.

Mr. Reynolds was married in this city, in May, 1886, to Miss Callie C. Allen, a native of Illinois. They have one son, Walter A. In his political relations, our subject affiliates with the Republican party. He was the choice of his party for Prosecuting Attorney in 1884, served two years, and in 1888 was re-elected to that position. He has also been a member of the City Council and was elected City Attorney. In that latter position he has probably done more active work in re-organizing the city and extending its boundaries than any other of the city's officials. Socially, Mr. Reynolds is a member of the Masonic order, and has passed all the official chairs in the blue lodge.

David Stewart was born in Glasgow, Scotland, August 19, 1848, a son of John and Elizabeth (Ferguson) Stewart, natives also of that country. The mother died in 1871, and the father in 1890. David, the fourth of ten children, accompanied his parents to Canada in 1859, where he received his education. In 1866 he came to the United States, remained at Brainerd

Minnesota, from 1866 to 1874, and during that time began the study of law in the office of Hon. Judge Holland. He was admitted to the bar at Bismarck, Dakota, in 1875. He served as City Justice in that city one term, and also, on his return to Brainerd, Minnesota, was elected to the same position. In 1889 Mr. Stewart came to this city, and entered into partnership as above stated. In addition to his large practice, he also owns city property, and timber land in the adjoining county. Mr. Stewart affiliates with the Republican party, is secretary of the Chehalis Flume & Aqueduct Company, holds the same position in the Chehalis Improvement Company, and is a stockholder in the Washington Mining & Development Company.



HON. MOSES YODER, a prominent law practitioner of Chehalis, was born in Ohio, June 27, 1837, a son of Valentine and Mary (Schrock) Yoder, natives of Pennsylvania and of Swiss origin. Their ancestors fled from Switzerland as early as 1752, to escape religious persecution. The father of our subject, a carpenter and builder by trade, removed with his family from Elkhart county, Indiana, in 1842. The mother died in September, 1884, and the father survived until 1892, dying at the age of eighty-four years.

Moses Yoder, the eldest of his parents' eleven children, passed his boyhood days on a farm, and is principally a self-educated man. At the age of twenty years he began work at the carpenter's trade with his father, which he continued until 1862. In that year he enlisted for service in the late war, entering Company E, Seventy-fourth Indiana Regiment, but was discharged in 1863, having become disabled while serving in the Army of the Cumberland, and for which injury he now draws a small pension. After partially regaining his health, but not being physically able to follow his trade, Mr. Yoder engaged in teaching, and at the same time began reading law with T. C. Wilson. He later entered a law office and studied under M. W. Strayer of Lexington, Illinois, and in 1868 was admitted to the bar at Chatsworth, that State. After practicing his profession at that place two years, Mr. Yoder removed to Neodesha, Kansas, where he remained eleven years, and during that time held the office of Police Magistrate two

years, or until his departure for the Pacific coast in 1881. Mr. Yoder immediately located in this city, but one year later began the practice of law in Tacoma. During the following year, on account of ill health, he visited the mountain districts of southern Oregon, and in March, 1884, again took up his residence in this city. During the same year he was elected to the position of County Judge, serving in that capacity until 1886. Although having been connected with many criminal cases, Judge Yoder has a decided preference for civil practice, and is perhaps one of the best land lawyers in southwestern Washington. He has indeed done much for the advancement of Lewis county, having divided a tract of 240 acres near the city into lots, and sold the same on long-time payments, to encourage fruit, garden and berry culture, to which the climate is especially adapted.

Judge Yoder was married at Ashland, Oregon, in January, 1884, to Miss Minerva Arnett, a native of Nebraska. They have two children: Florence A. and Cisso L. Our subject was the father of four children by a former marriage, only one of whom is now living, Charles. In political matters, the Judge is an active Republican, and socially, affiliates with the I. O. O. F. and the A. O. U. W. He has passed all the official chairs in the latter order, and is also a prominent member of the G. A. R. at Toledo, Washington.



CM. STEADMAN, Auditor of Lewis county, Washington, was born in Stephenson county, Illinois, June 25, 1860, a son of Josiah and Elizabeth B. (Sloan) Steadman, the former a native of New York and the latter of Indiana. C. M., the eldest of two children, remained in his native State until twelve years of age, and he then removed with his parents to Clark Station, Nebraska, where he completed his education in the public schools. Mr. Steadman then learned the printer's trade, but later learned telegraphy, and for twelve years served as station agent on the Union Pacific Railway in Nebraska. In 1889 he came to Chehalis, Washington, and for twenty months was agent for the Northern Pacific Railroad Company in this city. He then filled the position of Deputy Auditor until 1892, and in that year was elected to principalship in the office.

Although he has never taken an active interest in politics, Mr. Steadman is a staunch Republican, is a gentleman of retiring disposition, never seeks public notoriety, and his entire attention is occupied with the arduous duties of his office.

April 29, 1880, he was united in marriage to Miss Kate M. Bliss, a native of Michigan. They have two children: George M. and Maud. Mr. Steadman affiliates with the A. F. & A. M., and is a member of the A. O. U. W.



G W. BABCOCK.—Among those residents of the little city of Walla Walla who may justly lay claim to being one of the pioneers of the coast is G. W. Babcock, who was born in Providence, Rhode Island, November 22, 1832, son of Elisha and Hannah (Vanonstrance) Babcock, natives of Massachusetts and Vermont. When our subject was but six years of age his parents removed to New York, where he received a good common-school education. The grandfather of our subject was a native of the north of Ireland and came to America in an early day and served as a soldier in the Revolutionary war, dying at the advanced age of 112 years. His son, the father of our subject, early in life was a steamboat builder, but later engaged in farming, continuing that occupation for the rest of his days. He died in New York in 1886, aged ninety-six, while his wife, who was of Holland descent, survived him about six months, dying at the age of ninety-four. They had thirteen children, of whom our subject is the oldest. All of the family are living except one who was captured during the war, confined in Libby Prison and Andersonville and starved to death. His father obtained his release, but help came too late, as the unfortunate man died a few hours after being restored to liberty.

When our subject attained the age of fourteen, he went to Illinois, which was then the frontier, to work in the lead mines at Galena, remaining two years, after which he engaged in selling clocks and lightning rods through the South, West and North. After following that calling for two years he learned the carpenter and joiner's trade, which he followed as long as he remained in Illinois. In 1850, like many others of that day, he went to California in search of gold, crossing the plains with an ox team. After a trip of six months and nine

days he arrived in California and proceeded to the mines, where he remained ten years, during which time he was very successful. At the end of that time he removed to San Francisco and worked at his trade as a builder and architect, furnishing the plans for some of the leading buildings in San Francisco and Oakland. In 1884 he came to Washington, settling at Walla Walla, where he was extensively engaged in architectural work, being concerned in the erection of some of the largest public buildings States of Washington, Oregon, Idaho and Montana, furnishing the plans for the courthouses at Pendleton, Colfax, McMenden, Oregon, Lewiston, Idaho and the State University at Moscow, besides many other important buildings.

The marriage of our subject occurred in 1856, when he was united to Miss Shirley of Mud Springs, California, but a native of Illinois. Her parents crossed the plains in 1854. Two daughters were born of this union, Camilla, wife of F. G. Lunt, of Boston, where he is engaged in business, and Evaline, wife of W. J. McGaw, of Walla Walla. The residence of our subject is in Walla Walla, in which city he is universally esteemed. Socially, he is connected with the Masonic order, being Standard Bearer of the Knights Templar. Politically, he affiliates with the Republican party, although of late years close attention to his business has prevented him from taking an active part in politics. While a resident of Oakland he was a member of the City Council. All of his life Mr. Babcock has been strictly a man of business, only permitting himself to enjoy two trips to his old home, the last one being in the centennial year, when he visited the great exposition at Philadelphia. A good workman, attending strictly to business, Mr. Babcock has won for himself many friends and enjoys the esteem of all with whom he has business relations.



L E F. A. SHAW, one of Walla Walla's enterprising business men, was born in Fall River, Massachusetts, February 7, 1842, son of Edwin and Keziah (Weston) Shaw, natives also of that State. The father followed carpentering for a time, but, not having sufficient health to endure the work of a builder, he followed merchandising in Fall River for a

time. He died in June, 1891, at the age of seventy-five years. His wife died soon after the birth of our subject, leaving him to the care of his father. The latter remarried, and to that union was also born one child, a daughter.

Le F. A., the subject of this sketch, began life for himself by learning the sign painter's trade, which he followed in Fall River for a number of years. He afterward concluded to make his home in the West, and accordingly landed in San Francisco in March, 1865, following his trade in that city three years. In 1868 Mr. Shaw engaged in the insurance business, and the following year opened an office in Portland, Oregon. In 1877 he was appointed Deputy Collector of Internal Revenue for Washington, and took up his residence at Walla Walla, and since the expiration of his term of office has followed the insurance business in that city. Mr. Shaw served as City Clerk of Walla Walla seven years.

In Portland, Oregon, October 10, 1870, our subject was united in marriage to Miss Florence A. Myers, a native of Illinois. She departed this life in 1874, leaving two children, Pearl and Ruby. In 1878 Mr. Shaw married Mrs. Emma Kellogg, a native of Oregon. Mr. Shaw became a member of the Odd Fellows order, April 5, 1866, in San Francisco, California, and in May, 1884, was elected Grand Secretary of the Grand Lodge of Washington, I. O. O. F., which important position he still holds. He has also filled many important offices in the K. of P., of which order he is still a member. He is Master of Columbia lodge, No. 5, A. A. S. R., of Walla Walla, and is a member of El Katif Temple, A. A. O. N. M. S., at Spokane, Washington.



CHARLES W. ROBBINS, proprietor of a hotel at Medical Lake, was born in Nova Scotia, in 1834, a son of James and Susan (Crosby) Robbins, natives of New York. The father was a mechanic by profession. Charles W., the third of nine children, was educated in the district schools of Washington county, Maine, and after completing his education followed logging a number of years. In August, 1852, he enlisted in the Eighteenth Maine Infantry, was stationed in and around Washington, in defense of the capitol, and in 1863 went to the front. He joined the Fifth Army Corps

under Hancock, and was wounded at the battle of Spottsylvania, Virginia, May 19, 1863. He was then sent to Lincoln hospital, at Washington, and was honorably discharged in 1865.

After the close of the struggle Mr. Robbins located in Eddington Bend, Maine. In 1875 he crossed the plains to California, where he was engaged in lumbering three years: in 1878 located in Palouse, Washington, spent some time in Idaho, and in 1879 took up his residence in Medical Lake. He erected the hotel of which he is still proprietor, and also owns other valuable property in this city. Mr. Robbins held the office of Councilman of Medical Lake one term, is a member of the Masonic order, the Odd Fellows and G. A. R., and is a Republican in his political views.

He was married at an early age, to Miss Anna G. Gilshy, a native of Aurora, Maine. They had two children, both now deceased. Mr. Robbins has done a great deal to further the interests of Medical Lake, is one of its most enterprising citizens, and is highly esteemed by his fellow townsmen.



THE MICHIGAN LUMBER COMPANY.

—This company, whose plant is probably the most extensive in southwestern Washington, was organized and incorporated in 1889, with the following officers: President, Louis Sohus; Vice President and Manager; P. C. McFarlane; Secretary, Charles E. McFarlane; Treasurer, W. B. Wells. The official corps at the present time is as follows: President and Manager, P. C. McFarlane; Vice-President, Mrs. Charlotte M. Gray; Secretary and Treasurer, Charles E. McFarlane. They have conducted very extensive lumbering operations in Washington and Oregon, and have a well stocked yard in Albina, the latter State. Their plant has a capacity of 70,000 feet daily, and they employ forty men about the yard, and keep seven teams constantly employed delivering lumber and replenishing the Albina yard. The mechanical equipment of the plant is of the latest and most improved design. The engine is of 200-horse power. Logs are floated to the mill from the Columbia river and tributary streams, and additional supplies in the line also transported from the interior of Clarke county, by the Vancouver, Klickitat and Yakima Railroad,

which is owned and controlled by the stockholders of the Michigan Lumber Company. The road at this time extends twelve miles into the interior of the county, and probably at no distant day will be pushed forward to Yakima. At the present time the travel is light, the road being chiefly used for logging and timber purposes. The officers of the road are: Louis Sohus, President; Charles Brown, Vice-President; David Schule, Secretary; L. M. Hidder, Manager; the First National Bank, of Vancouver, Treasurer; and Sohus Hidden, Brown and McFarlane, Directors. The Mill Company also own near the present terminus of the railroad a large tract of choice timber land which supplies a small per centage of material to the mill, besides giving piling and other extreme-length material to various sections of the State.

P. C. McFarlane, who is probably the most largely interested in the company's operations, was born in Canada, August 20, 1849, a son of Andrew and Mary J. (Bryden) McFarlane, both of Scotch birth, and now deceased. They removed from Canada to America in 1853, locating in Michigan. Our subject, the youngest in a family of ten children, was reared and educated in that State, and from early boyhood has been connected with the lumber trade. He came to Vancouver in 1888, and since that time has been closely identified with the growth, prosperity and best interest of the city and Clarke county. Mr. McFarlane recently effected the purchase of the old Lake river mill property, and for the operation of the plant the P. C. McFarlane Lumber Company was incorporated in January, 1883. The officers are: P. C. McFarlane, President; Charles McFarlane, Secretary, and W. W. McCredie, Treasurer; and the directors are the same as above mentioned, with the addition of Charlotte M. Gray. The mill has a capacity of 35,000 feet daily, is operated by an engine of 100-horse power, and has a large amount of lumber tributary to the mill. The company employ ten men in getting cord-wood for the Portland market, supplying from 500 to 1,000 cords monthly. The facilities for getting wood are of the best, there being a flume of one and a quarter miles, which carries wood to the tide water.

Mr. McFarlane is a man of family. He has always taken an active interest in political matters until recently, and is a staunch advocate of the Republican party. He was elected a member of the city council of Vancouver in 1891,

serving one year, and in the same year was also appointed County Commissioner, but owing to his business interests was compelled to decline the honor. Socially, he affiliates with the Masonic order, and has passed all the official chairs in the I. O. O. F.

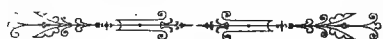


JUDGE VINCENT D. LAMBERT, one of the Washington pioneers, was born in Deptford, England, July 26, 1828, a son of John and Eliza Lambert, natives also of that country. The father died in 1842, at the age of thirty-seven years, and the mother in 1868, aged seventy years.

Vincent D., the eldest of five children, received only a limited education, having spent most of his time, after reaching a sufficient age, at the cooper's trade. At the age of twenty-one years he was employed as ship cooper on a whaling vessel, but at the expiration of his term of three years at that occupation, he and a friend started for San Francisco. They made arrangements with the Captain of a ship, obtained a canoe, and, with a party of five, started for the vessel at night, but their light craft was overturned, throwing its occupants in the ocean. They however clung to the canoe, and were safely landed on board the ship. Once on board the ship all were stowed away for five days, only taking chances to come out for refreshments occasionally. They at last set sail, and once out of port they came out from their hiding, and landed in San Francisco, in February, 1852. Our subject conducted a cooper shop from that time until 1854, and in that year he invented the first axle grease ever put on the market of San Francisco, called the Hucks & Lambert Axle Grease, Mr. Lambert having taken Mr. Hucks as a partner. The latter afterward gained control of the patent, our subject thus losing a patent and a business which ultimately became very valuable. He then began agricultural pursuits in California, but, that business proving unfruitful in pecuniary returns, he started for the Territory of Washington, arriving in Walla Walla November 5, 1868. He immediately resumed farming, in which he was again unsuccessful. Mr. Lambert next opened a cooper shop in this city, and in 1880 was elected Justice of the Peace of Walla Walla, since which time, with the exception of two terms as Police Judge

of the city, he has filled that position. In 1879 he was appointed Deputy Assessor of the county, and he is now engaged in the pension and land business, having been admitted to practice in that department in 1890. He has been very successful in his pension claims.

In 1847 Judge Lambert was married, in England, to Miss Sarah A. Payne, a native of that country. After landing in San Francisco, our subject sent for his family, from whom he had been separated three years. They have had eight children, viz.: George, of Walla Walla; Mary, wife of Robert Greener; William, of San Francisco; Sarah, wife of William Myers, of Walla Walla; Martha R., wife of Henry Sanderson; Vincent, a resident of San Francisco; Anna L., wife of Walter Codman of this city; and John, also of Walla Walla. The Judge is a leading member of the Knights of Pythias, Columbia Lodge, No. 8, of Walla Walla; has filled all the offices of his lodge, has served as Grand Master at Arms of the Grand Lodge, and is now Grand Deputy of his order. Politically, he is an ardent Republican, and religiously was formerly a member of the Methodist Church, but of late years has become more independent in his views.



CHARLES F. MUNDAY, of White & Munday, the oldest established law firm in Washington, was born in Sonoma Valley, California, in October, 1858. His ancestors were natives of England, and emigrated to America in the seventeenth century. They first located in Virginia, but subsequently removed to Kentucky with the colony headed by Daniel Boone. B. B. Munday, the father of our subject, was born in the latter State, and remained with his parents on the farm until 1844. In that year he removed to Kansas City, where he engaged in trading and running a wagon train into Mexico. In 1849 he sold his train in Santa Fe, joined a company en route across the plains to California, and was so much pleased with the new country that he returned to Kansas City to close up his business and locate in the more temperate climate. He was married in 1852, to Elizabeth Cornett, and they at once set out upon that toilsome journey across the plains, which was duly accomplished without serious inconvenience. After his arrival he purchased a farm of

General Vallejo in the Sonoma Valley, but subsequently in the vicinity of Petaluma, where he passed the remainder of his days. He was quite active in the Democratic party, and represented Sonoma county two years in the State Legislature.

Charles F., the subject of our sketch, was educated in the common and high schools of his native country. He then taught school eighteen months, and in 1877 entered the law department of the Columbian University, of Washington, District Columbia, graduating there in 1879. He was admitted to the bar of Washington city in June of that year. Returning to Petaluma, Mr. Munday passed before the Supreme Court of the State, was admitted to the bar of California, and entered upon the practice of his profession at Petaluma. In November, 1881, he came to Seattle, without an acquaintance in the Northwest, but soon afterward met William H. White. A partnership was then organized, which has continued without change to the present time, making this the oldest legal firm in the State. They have followed a general practice in the State and Federal Courts, and have enjoyed an extended and lucrative patronage.

Mr. Munday was elected to the Legislature in 1884, and served in the session of 1885-'86. He was appointed chairman of a special committee on Chinese matters, and memorial bills were presented to Congress regarding the restriction of Chinese immigration, also matters relating thereto. During 1886-'88 Mr. Munday acted as Assistant United States Attorney. Messrs. White & Munday passed through the fire of June, 1889, but succeeded in saving their entire library, which contain a valuable collection of Territorial Statutes, now out of print. By later additions to the library it now contains about 1,300 volumes, and is one of the most complete in the city.



CAPTAIN ALBERT P. SPAULDING, manager of the Seattle Tug and Barge Company, was born in Dixmont, Maine, December 14, 1839, a son of Joseph and Clarissa (Gliddon) Spaulding, natives also of that State. Albert P. remained at home until 1855, when he made his first cruise on the sea, as cabin boy on the topsail schooner, H. M. Jenkins,

bound for Baltimore with lumber. The following year he shipped as able seaman on the bark *Peri*, of the West India service, sailing between Portland and Havana three years, and during that time giving the closest application to the study of navigation and seamanship. In 1859 Mr. Spaulding became mate of the ship *St. John*, sailing to Havre, France. After the bombardment of Fort Sumter in 1861, our subject entered the navy, first as Captain of the *Gig*, on board the *Kensington*, in the Western Gulf Squadron: in 1862 was transferred as master mate to the dispatch boat, *Velocity*; in March, 1863, was appointing quartermaster of the flagship *Hartford*; was at the taking of Vicksburg and Fort Hudson; and in September, 1863, resigned his position and returned to his home in Maine. In October, 1863, Mr. Spaulding re-enlisted in the First District of Columbia Cavalry, and served in Virginia and Florida under Generals Butler, Terry and Grant. The regiment was independent, and by transfers engaged in frequent raids and many battles. For meritorious conduct our subject was promoted in regular order from private to First Lieutenant. The regiment originally numbered 1,200 men, but by frequent engagements it was reduced to 200 men, and, as these were transferred to other departments in the fall of 1864, Lieutenant Spaulding was left without a command. He tendered his resignation, received his discharge and returned to his home in Maine.

After making one voyage to Europe, our subject embarked as mate of the ship *Herald* of the Morning, landing in San Francisco in August, 1866, after a voyage of 132 days. He then became master of the schooner *Ocean Wave*, made several trips up the coast, and then shipped as mate of the bark *Scotland*, for Puget Sound. Landing at Port Orchard in the fall of 1867 he found occupation about the mill during the winter, the following year returned to his native State and was married, and in 1869 sailed as master of the brig, *B. F. Nash*, for Liverpool, held that position about ten years, and visited the prominent ports of Europe and South America. In 1878 Mr. Spaulding entered the employ of the Oregon Improvement Company, at Seattle, where he remained seven years, and during the last three years of that time held the position of superintendent. In 1885 he purchased the steamer *Bee*, on Lake Washington, which he operated on the lake, and also conducted a small hotel at Houghton until 1887.

In that year he brought his boat to Elliot Bay, and engaged in general jobbing about the Sound. His boat was burned in the fire of June, 1889, but he succeeded in saving the machinery, which he put on a yacht, and in six weeks was again ready for trade. Mr. Spaulding subsequently built the steamers *Wasp* and *Hornet*, and with a number of scows conducts a general towing and jobbing business, under the name of the Seattle Tug & Barge Company.

August 13, 1868, in Maine, our subject was united in marriage with Miss Mary E. Field, a native of Milbridge, that State. They have four children: George C., Mary L., Abbie C. and Albert P. Captain Spaulding has become prominent in Masonry, being a member of the blue lodge, chapter and commandery, and the Scottish Rite, thirty-second degree, United States Jurisdiction. He is also treasurer of American Association of Steamboat Pilots, and Past Post Commander of Stevens Post, No. 1, G. A. R.



ARTHUR J. CLARK, of Seattle, Washington, was born in London, England, in March, 1858, of English parentage and ancestry. He attended the schools of his native city until fourteen years of age, when he came on a visit to the United States, but afterward decided to remain in this country. He was then employed on a farm in New Castle county, Delaware, although he had never before engaged in agricultural pursuits; a few years later he turned his attention to gardening and the culture of plants. In 1877, with the starting of the Edison Telephone System, Mr. Clark went to Philadelphia as their lineman, a year later had charge of a section with the American Union Telegraph Company, and afterward was chief lineman of the American Rapid Telegraph Company. After the latter's consolidation with the Bankers' and Merchants' Company, Mr. Clark took their outside sections of about 100 miles, and with headquarters at Upper Darby remained with the company until 1882. In that year he found employment in electrical work in Tacoma, Washington, but, business being dull in that city, he shortly afterward engaged with the Victoria and Esquimaux Telephone Company, at Victoria, British Columbia, taking a general supervision of the lines and work, and at the same time conducted a general electric

business. In the fall of 1890 he came to Seattle, to accept the management of the Seattle division of the Sunset Telephone and Telegraph Company, and is now superintendent of the Second district, Northwestern division. This division covers the business south of Slaughter and north to the British Columbia line.

Seattle is one of the best telephone towns in the United States in proportion to population, there being 1,050 telephones now in use in the city, and the central office makes an average of 16,000 switches every twenty-four hours. Twenty-two girls are employed in the central office, and fourteen men are also employed in looking after the lines, wires and instruments.

Mr. Clark was married in Delaware, in 1881, to Miss Sarah Birch, of English parentage. They have four children: Laura A., Alice C., Edwin and Irene. Socially, Mr. Clark affiliates with the Ancient Order of Foresters, being Past Chief Ranger of Court Friar, No. 7921, and Deputy High Chief Ranger of the Higher Court.



COLONEL ALBERT WHYTE, for ten years prominently identified with the interests of Steilacoom, Washington, was born in Glasgow, Scotland, February 16, 1847. He comes of an old and respected Scottish family, many members of which have figured conspicuously in British and Scottish history. His father, John Whyte, was born in Scotland in 1820, and is a renowned Presbyterian minister as well as a man of literary fame. While residing in Canada, his father acted as pastor of a church in Brockville, Ontario, but is now retired in Glasgow, Scotland. The mother of Colonel White, whose name before marriage was Johanna Finley, was born in Paisley, Scotland, and came with her husband and family to Canada, where she died at the age of forty-nine, beloved and respected by all who knew her. Thomas Whyte, an uncle of the subject of this sketch, was a staff officer in the British army and was killed at Acre.

Colonel Whyte, of this notice, was but three years and a half old when his parents crossed the ocean to Canada. Here he attended the common and graded schools until he was sixteen years of age. By this time the United States was in the midst of its great civil conflict, and being naturally of a military inclination, which

was heightened by the enthusiasm of youth, he determined to visit the scenes of the struggles and be a spectator if not a participant. Accordingly, in 1864, he visited some of the States where war was raging. He was initiated into the unpleasant features of war by being taken prisoner near Cumberland, Maryland, on suspicion of being a British spy, but being able to prove his innocence he was soon released. He then proceeded southward to Louisville, Kentucky, Nashville, Tennessee, and Savannah, Georgia. Having thus seen the American on his native heaths and satisfying his curiosity as to modern warfare, he became more than ever desirous of becoming an American citizen. He was in this country until 1874, when he returned to Montreal, Canada, and was there made Lieutenant in the Scots Fusileers, resigning from the regiment as captain in 1876, thus realizing his ambition to identify himself with the military service. Not forgetting, however, his desire to add to his other experiences that of American citizenship, he came, in 1877, to Philadelphia, Pennsylvania, where he took out naturalization papers and at once became identified with American interests. He entered the State University at the City of Brotherly Love, taking the law course and attending a full series of lectures on that great science, thus eminently fitting himself for his future positions of trust and responsibility. He stumped the State of Pennsylvania, with ex-Attorney-General Lear, for the independent Republicans, in the memorable campaign of 1880.

It was through the instrumentality of his preceptor in college, who was an attorney and the leading spirit of a Virginia railroad company, together with C. B. Wright, that gentleman's friend, that Mr. Whyte was sent, in 1883, to Washington Territory to ascertain its resources, etc., and instructed to go from there to Scotland to make known in the latter country the facts secured and obtain Scottish emigration and capital to build up this western Territory.

Becoming independently interested himself, in April, 1883, the subject of this sketch homesteaded 160 acres of land situated about four miles north of Steilacoom, and by the expenditure of large capital and much energy, has succeeded in making for himself a beautiful home, having about twenty-five acres in choice fruits, chiefly the Italian prune, for which Washington State is specially adapted, his own system of

water works, and hot and cold spring water in his house; also fountains on the lawns, besides numerous other comforts and conveniences rendered possible by the genius and inventions of modern times. Although essentially domestic in his tastes and interests, he is nevertheless active in the promotion of the public welfare, giving much of his time and thought to the good of the people, and has, by his energy and industry, intelligently applied, added not only to his own prosperity but has also advanced the condition of his community and the State at large.

Colonel Whyte spent the winter and spring of 1890 in the agricultural districts of Scotland, organizing emigratory societies, in conjunction with capital to aid them, and is now preparing to devote himself to the settling of his adopted State with the sturdy agriculturists of his native land. After his return from Scotland he accepted an invitation to address the Tacoma Scots on the subject of "The Homes and Haunts of Robert Burns," the occasion being the annual celebration of the birthday anniversary of the famous and much loved bard. Of Mr. Whyte's address, which was published in full, the Tacoma Ledger of January 30, 1891, remarks that it "was a masterly effort, and was listened to with marked attention."

He organized the Tacoma State Guard, of which he was captain for two years, when he was promoted as Major on the adjutant-general's staff. He now holds the office of Assistant Commissary-General of the State, with the rank of Lieutenant-Colonel. In the last biennial report of the Adjutant-General for the State of Washington, in referring to the State encampment, the subject of this sketch is spoken of as follows: "Lieutenant-Colonel Albert Whyte, Assistant Commissary-General, in the management of his department was untiring, attentive and constant in striving to please all. Realizing the importance of this department in camp, he was ever on the alert to supply every necessary article of food and to keep a sufficient amount on hand. He is very popular and an efficient officer, a thorough gentleman and a prominent lawyer."

The Colonel was married to Frances M. Misner, a native of Cincinnati, Ohio, who was born June 18, 1865, and who accompanied her parents to the Pacific coast. The parents, J. B. and Frances (McCauley) Misner, are of Scotch descent and are now residing in Steilacoom,

where Mrs. Whyte's father is a general contractor, a man of ability and uprightness, and greatly esteemed by all who knew him.

Fraternally Colonel Whyte is a Mason, having joined the Royal Albert Lodge in Montreal. As is usual with him, with regard to everything with which he is identified, he takes a deep interest in Steilacoom and the State of Washington, his favorite and adopted home, having not only cast his fortune with them but devoted to their welfare the best energy of his mind and soul.



JOHNS S. BUSH, a member of one of the oldest and most prominent families of Washington, residing near Olympia, is a typical son of the West, possessing all the vigor and determination so characteristic of those who have assisted in building up great commonwealths on the Pacific coast.

He comes of old American stock, his paternal grandfather, George Bush, having been born in Pennsylvania in 1779, while his paternal grandmother, whose maiden name was Isabella James, was born in Tennessee in 1809. This worthy couple were married in Jackson county, Missouri, July 4, 1831, where they continued to reside for thirteen years. In 1814 George Bush and a few companions, who were trappers and hunters, made a trip on foot across the plains to the Pacific coast, where then not even a trail could be found. The hardships which they endured from exposure, hunger and Indians, are beyond comprehension. They traversed the coast from Mexico as far north as the Columbia river before returning to Missouri. In 1844 George Bush and his family started across the plains, over which he had journeyed so many years before. They were eight months coming from Jackson county, Missouri, to The Dalles, in Oregon Territory. They there rested a few weeks and then proceeded in batteaux down the Columbia river to Clarke county, camping at Washougal, not far from Vancouver, where they remained several months. They then again started northward, coming up the Cowlitz river, and thence overland to New Market, at the mouth of Des Chutes river. They soon afterward settled on a donation claim of 640 acres, lying on Bush prairie, about four miles from what is now

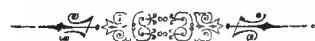
known as Tumwater, where the brave old pioneer died in 1863 and his widow two years later, leaving six sons to perpetuate their name and memory. These are: W. O., J. S., J. T., R. B., J. J. and L. N., of whom the surviving members all reside in Thurston county, they and their grandchildren living on the old homestead, which was pre-empted by their illustrious ancestor, so many years ago, and which is now one of the richest and most valuable tracts of land in the country.

Hon. W. O. Bush, the oldest of the sons, and father of the subject of this sketch, was born in Clay county, Missouri, July 4, 1832, and was twelve years of age when he accompanied his parents to the Northwest. He thus early became inured to frontier life, its hardships and vicissitudes, and developed those hardy qualities of mind and body which have gained for him a position of prominence and honor among his fellow-men. He was reared on a farm to agricultural pursuits, which have ever since been his occupation. He was married at the age of twenty-seven and afterward bought a farm on Mound prairie, in Thurston county, Washington, where he resided until 1870, and then removed to a portion of his father's donation claim, seven miles from Olympia, which has ever since been his home.

He has always taken an active part in politics and public life, and served in the State Legislature in 1890 and 1892. He is now (1893) in Chicago, at the Columbian Exposition, where he was sent by his constituents to take charge of the Thurston county exhibit. He received the gold premium at the Centennial Exposition, in 1876, for the best and largest yield of wheat ever exhibited in the world. His certificate can be found in Olympia, and the grain is now in the Smithsonian Institute at Washington, D. C.

May 26, 1859, Hon. W. O. Bush was married in Marion county, Oregon, to Mrs. Mandana Kimsey, a widow. Mrs. W. O. Bush is a pioneer, and was born June 1, 1826, in Howard county, Missouri. Her father, Dr. J. Smith, was a native of North Carolina, and her mother, whose name before marriage was Nancy Scott, was born in Virginia. They were married in Howard county, Missouri, where they resided until 1847, when they crossed the plains with their family and son-in-law, Duff Kimsey, to whom their daughter, Mandana, was married April 25, of that year. Dr. Smith did not survive to complete the journey, his sorrowing

family burying him at Green river. Duff Kimsey and wife settled in Marion county, Oregon, on a claim of 640 acres, where they resided about ten years, when Mr. Kimsey died. Mrs. Kimsey continued to make that her home until her marriage to Mr. Bush in 1859. Mr. and Mrs. Bush have two children: Belle, now Mrs. Gaston; and John S. Bush, born November 22, 1862, in Thurston county, Washington, both of whom reside on their grandfather's old homestead. John S. Bush is married to Christina F. Gaston, a native of Nova Scotia, born January 9, 1859, who came to Olympia in 1886. They have two interesting children, who bid fair to perpetuate the legacy of honor bequeathed by their grandfather, the noble pioneer.



WILLIAM E. RICHARDSON, of the firm of Richardson & Gallagher, attorneys at law, Spokane, Washington, was born near Monroe, Lane county, Oregon, and is the son of W. C. Richardson, a native of Quincy, Illinois, and Hester A. (Craig) Richardson, of Arkansas. His father was one of the early settlers of Oregon, having removed from Illinois in 1852.

Mr. Richardson was educated in Christian College, Monmouth, Oregon, now the State Normal School of Oregon, one of the leading educational institutions of the State. He graduated there with the degree of A. B., and after his graduation began teaching in the public schools and academies in Polk county, Oregon. He came to the State of Washington in 1883, and in 1885 began reading law at Spokane, Washington, in the office of Hyde & Turner. While reading law he continued teaching school at odd times, as well as engaging in other lines of business.

After being admitted to the bar in the Superior Court of Spokane county, Mr. Richardson started at once to practice, and when the firm of Crow & Richardson was organized in January, 1891, had built up a large and lucrative practice. His previous residence in different portions of the State proved extremely useful to him in his business, as many of his cases came from outside of Spokane county.

The firm of Crow & Richardson was dissolved in May, 1893, Mr. Crow having retired from the firm, when the firm of Richardson &

Gallagher was at once formed, and all the business of Crow & Richardson passed into their hands. The new firm continue to make a specialty of commercial, real estate and probate law, and give especial attention to collections. Mr. Richardson, having devoted a great deal of time to this line of practice, has a large and increasing clientage among holders of first mortgage and other real-estate securities, and is regarded as a safe and reliable counselor in all such matters.

Among the important legal propositions that Mr. Richardson has succeeded in establishing in the State of Washington are the direct liability of school districts for material furnished and labor performed in the erection of school houses in certain cases, and the fact that the boards of county commissioners are without authority under the Constitution of the State of Washington to condemn land for highway purposes.

Politically, Mr. Richardson is a Republican, and was always a great admirer of James G. Blaine. He is a member of the Central Christian Church of Spokane, and a prominent member of the Odd Fellows, a society which has, comparatively, a large membership in Spokane.

Mr. Richardson was married in February, 1889, to Miss Viola Miller, then a resident of Albany, Oregon, but a native of Wisconsin.



DAVID S. PRESCOTT, a highly respected citizen of Spokane, Washington, is a son of Nathan and Rozilla Prescott, and was born at Minneapolis, Minnesota, January 11, 1859. His father was a prominent cattle-raiser of Minnesota, and was the first to introduce Jersey cattle into that State.

Mr. Prescott was educated at Northfield, Minnesota, where he graduated with high honors in all the English branches. He emigrated to the State of Washington about five years ago and has since resided here. He has great faith in the future prosperity of Spokane, on which subject he is enthusiastic. Politically, he is a Republican, and is the present County Treasurer of Spokane county. He is a member of the First Methodist Church, of which he is Secretary; is also Secretary of Masonic Lodge No. 34, in which organization he stands high. Mr. Prescott is a gentleman whose character is

above reproach. By his kind and courteous demeanor he has won the friendship and esteem of all classes of citizens in this community.

He was married, October 15, 1881, to Laura R. Betsworth, an estimable lady of Le Mars, Iowa. They have four children: Ethel, Ernest, Leslie and Verna.



JAMES M. ARMSTRONG, who is now nearing the close of his second term as Clerk of Spokane county, Washington, has for a number of years been in public service, and has ever faithfully and conscientiously discharged the duties intrusted to him.

Mr. Armstrong is a son of David H. and Letitia (Melville) Armstrong, and was born in Pennsylvania in 1844. In 1856 he went to Iowa, and in that State received a high-school education. At the age of seventeen he entered the army as a member of the Thirteenth Iowa Infantry; was in the campaigns of the West under Grant and Sherman. At the battle of Peach Tree Creek he lost a leg. This was July 21, 1864. In July of the following year he was honorably discharged and went to Chicago, where he remained two years. In 1867 he went to Washington, entered Columbia Law College in 1868, and graduated there in 1871.

In July, 1872, Mr. Armstrong was appointed first-class clerk in the General Land Office, where his marked ability and close attention to business soon won him promotion. He passed through the various grades until he was Chief of the Private Land Claim Department, and acted as Commissioner of the General Land Office in 1878-'79 and the early part of 1880. In April, 1880, he was appointed Register of the United States Land Office at Colfax, Washington, and remained in charge of the same until August, 1885. Under instructions from the President in September, 1883, he—with his colleague, John L. Wilson, receiver—moved the office from Colfax to Spokane. In September of the following year he was nominated by the Republican Convention, held at Seattle, as a delegate to Congress. On account, however, of a disaffection in the party in regard to railroad lands and grants, he was defeated by a very small vote. In August, 1885, he was suspended from the land office by President Cleveland on account of partisanship, he being the first Fed-

eral officer in the State to be sacrificed on political grounds. He practiced before the United States Land Office from 1884 to 1889, and October 1, 1889, was elected County Clerk of Spokane county, and, as stated in the beginning of this sketch, is nearing the close of his second term. At the last Republican convention he was nominated by acclamation for the office of County Auditor.



ROBERT E. STEWART, M. D., was born near Black Hawk, Colorado, January 10, 1862, a son of Elijah S. and Isabella N. (Flack) Stewart, natives of Ohio; the father was born in Columbiana county, and the mother in Holmes county; both were of Scotch descent, their first ancestors in this country having made settlements in Pennsylvania. The father was a carpenter by trade, and finally became a contractor; he went to Colorado in 1859, and remained there until 1863, at which time he was made foreman in the office of the Rocky Mountain News, Denver, and there bound the first copy of the "Territorial Laws of Colorado." He went from Denver to Leavenworth, Kansas, in 1864, and was foreman in the office of the Times. Later he was located in Cincinnati, Ohio, and Indianapolis, Indiana, and other cities of the Mississippi valley, where he was engaged in contracting and building. In 1873 he removed with his family to Ohio, locating in the north central part of the State; in 1885 he again went to Cincinnati, and afterwards to Newport, Kentucky, where he died in 1888; his widow still resides in that city. Robert E., son of the above, began his preparation for college in the select school at Fredericksburg, Ohio, and afterward entered Oberlin College. Receiving the appointment to West Point by the Hon. George W. Geddes, he entered the National Military Academy in 1883. On account of failing health he was compelled to resign his cadetship in July, 1884; he returned to his home in Ohio, and as soon as his health began to improve he commenced the study of medicine under the preceptorship of R. P. Loller, M. D., at Holmesville, Ohio. At the end of six months he entered the Ohio Medical College, Cincinnati, and was graduated in March, 1888.

At the beginning of his career as practitioner he opened an office in Newport, Kentucky, but failing health again subverted his plans, and he

sought the salubrious clime of Colorado, arriving in that State in June, 1888; there he remained until April, 1889, when he went to Wyoming. In August of the same year he made a trip to Montana, and in October following began an extended tour of Idaho. This journey ended in Spokane, Washington, in November.

Coming to Goldendale on a visit he made this his headquarters for the winter, and traveled from this point about Puget Sound, returning to Goldendale in May, 1890. Here he resumed the practice of his profession, in connection with which he gives considerable attention to scientific research in other lines. He is an enthusiastic student of the life and habits of the North American Indian, and has acquired a vast fund of information upon this subject.

Dr. Stewart is a prominent member of the Washington National Guard, and in 1890 was made Quartermaster of Company B, Second Regiment. During the encampment at Tacoma he was chosen Quartermaster-Sergeant, and at the close of the encampment was made Sergeant-Major of the regiment, which rank he still holds. He is a member of Friendship Lodge, No. 37, Knights of Pythias. The Doctor's professional and scientific researches do not absorb his entire attention; the affairs of public government are also a subject of serious study, as they should be with every citizen of the Republic. In April, 1893, Dr. Stewart was elected Mayor of Goldendale, and his administration will doubtless be characterized by the fearless, faithful discharge of the duties he has assumed.



MAJOR SELDEN HETZEL, a prominent law practitioner of Vancouver, is a member of one of the oldest and most influential families of New England, and of the ninth generation, descended from the original ancestors on this continent. The Hetzel family were originally from Wurtemberg, Germany, and located in America as early as 1732. The Selden's history is traceable back to 1636. The father of our subject, A. Riviell Hetzel, was born in the old Keystone State, and at the time of his death, in 1847, was Chief Quartermaster in General Scott's army in Mexico. The mother is now a resident of Washington, District of Columbia, where she is Secretary of the Mary Washington Memorial Association.

Major S. Hetzel, the subject of this sketch, was born in New Haven, Connecticut, January 1, 1837, was reared in the city of Washington, and completed his education at West Point, in 1858. He then studied law with his maternal uncle, Chief-Justice Samuel L. Selden, was duly admitted to the bar in 1860, and the same year began practice in Colorado. In the following year he returned to the East, to join the Federal forces, which he did, and received a Major's commission in the Seventy-seventh New York Regiment. Major Hetzel served with distinction until 1862, when he resigned his position, and again took up the practice of his profession. From 1866 to 1877 he followed his profession in Nevada, went thence to Bodie, California, later to San Jose, and in 1886, through President Cleveland, received the appointment of Register at the Land Office of Sacramento. Since 1890 he has been successfully and actively engaged in his profession in Vancouver. Politically, the Major is allied with the Democratic party, and during the last campaign stumped the State for Cleveland. As a public speaker he is a man of great force and rare executive ability.

Major Hetzel was married in California, October 18, 1874, to Miss Lenah Dilley, a native of Indiana.

FRITZ BROWN, one of the well-known and respected citizens of Washougal, was born in Germany, April, 4, 1828, a son of John P. and Margaret Brown. Fritz, the youngest of seven children—four sons and three daughters—was apprenticed to learn the painter's trade after completing his education, and for many years followed the various branches of the business, sign work and ornamental paper hanging having been his specialties. In 1847 he came to America, and for the following nineteen years, was engaged as a journeyman in New York. In 1870, via the Panama route, Mr. Brown removed to California, but, after following his trade in San Francisco four years, he located in Portland, Oregon, and in 1880 came to Washougal, Clarke county, Washington. He soon afterward erected the Brown Hotel, better known as the Washougal Park Hotel, which contains a band stand, pavilion, and numerous grottos and arbors for the entertainment of vis-

itors and pleasure-seekers during the summer season. The grounds surrounding the hotel contain beautiful shade and ornamental trees, and this is one of the most inviting retreats in this section of the State. Mr. Brown conducted this well-known resort from the time of inception until recently, when he rented it to Rudolph Surber, the present proprietor. In addition to controlling the above property, Mr. Brown is also engaged in fruit culture, owns the wharf and warehouse at the steamer landing, is a real-estate dealer and Notary Public, was Constable of township No. 2 for a period of sixteen years, and is well and favorably known throughout the community as a worthy and progressive citizen.

Mr. Brown was married in New York, but his wife died December 11, 1891, leaving two children: Frankie and Fritz. In political matters, our subject is an active and progressive Democrat. He takes an active interest in school and all other public work pertaining to the welfare and development of Clarke county.

SOHUS & NORVAL, wholesale and retail dealers in general merchandise at Vancouver. This business has been established in Vancouver for more than a quarter of a century, and has a reputation second to none in the State of Washington. They carry a large and well-selected stock of general merchandise, consisting of groceries, dry goods, clothing, hardware, etc. The enterprise was first founded by Sohns & Schule, who conducted the same many years, but about four years ago Mr. Schule disposed of his interest, and since July 1, 1892, the business has been conducted under the style of Sohns & Norval.

Louis R. Sohns, the senior member of the firm, was born in Vancouver, Clarke county, Washington, October 3, 1858, a son of Hon. Louis and Tirza (Schule) Sohns. The father was born in Beerfelt, Germany, April 29, 1827, was reared and educated in the land of his birth, and emigrated to America in 1850. Two years later he came to the Pacific coast, via Panama route. In the early '50s he was connected with the United States Army, later conducted a printing establishment in Vancouver until 1866, and in that year embarked in a general mercantile trade, which he continued many years. As a prominent and progressive citizen, the city of

Vancouver, and Clarke county generally, is indebted to this gentleman. He was virtually the organizer of the First National Bank of this city, and to him is due the honor of settling the differences between the Catholic mission and citizens of Vancouver during his incumbency in the civic chair. His name is associated with nearly all public enterprises of the city, and among them may be mentioned the Vancouver, Yakima & Klickitat Railroad, the Michigan Lumber Company, and many other enterprises of great importance. From a financial standpoint he has been very successful in business life, but is now retired from active work. Mr. Sohus has represented Clarke county in the Legislature, and has also served in the more humble walks of public life. He has aided in promoting the interest of the community, has striven to anticipate their wants, and labored incessantly to add beauty to his surroundings. In public as in private life, his chief aim has been to act honestly and according to his best convictions.

Louis R. Sohus, the subject of this sketch, attended the public schools of Vancouver, and also graduated at McClure's Academy, at Oakland, California, with the class of 1879. Since that time he has been engaged in mercantile pursuits in this city. In addition to his other interests, he is a stockholder in the Columbia Land & Improvement Company of Vancouver. Socially, he affiliates with the F. & A. M., has passed all the official chairs in the blue lodge, and is also a member of the chapter and commandery, Knights Templar. Mr. Sohus has also served as Chancellor of the K. of P.

HENRY C. LIESER, one of the prominent and influential farmers of Clarke county, was born in Franklin, Wisconsin, August 21, 1848, a son of Louis and Eliza (Hollingsworth) Lieser, the former a native of Germany and the latter of the State of Iowa. The mother died in 1855.

Henry C., the third in a family of five children, crossed the plains to Oregon with his parents in 1850, locating in Clarke county, Washington. He followed teaching many years in Washington and Yam Hill counties, Oregon, also in Vancouver, Washington. In 1874 he became a law student in the office of Thomas Tongue, of Hillsborough, although he had made a

special study of law for many years prior to that time, and in 1881 he was admitted to the bar. Mr. Lieser opened an office in Vancouver, Washington, in the same year, but soon afterward abandoned the legal profession and is now engaged in agricultural pursuits. His farm consists of 110 acres, located four miles east of Vancouver, fifty acres of which is under a fine state of cultivation, and twenty acres of which is devoted to an orchard. His residence is located on a high and picturesque point, overlooking the broad waters of the Columbia river.

Mr. Lieser was married in Oregon, April 9, 1876, to Miss Elizabeth Hay, a native of that State, and a daughter of Valentine Hay, a pioneer of 1850, but now deceased. Our subject and wife have seven children: May, Miles, Herbert, Clyde, Leah, Ralph and Jessie. Mr. Lieser belongs to no secret societies, and is a staunch advocate of Republican principles, although he takes no active part in political matters.



GEORGE E. CLEVELAND, manager for the State of Washington of the Home Life Insurance Company, New York, is a native of Michigan, born at Spring Lake, December 16, 1862. His parents are Henry W. and Phoebe (Parham) Cleveland, the former being a druggist and a native of Jefferson county, New York, and the latter a native of Adams county, same State.

George E. was reared at his native place, receiving the benefit of good educational advantages. He received his primary and academic education in the graded schools at Spring Lake, which was supplemented by a commercial business course at Nunica high school, a member of the class of 1880. For the three years following he was employed in the drug business as head clerk for his uncle at Spring Lake.

In 1883 he went to Detroit, where he first began his connection with the Home Life Insurance Company, with whose interests he has since been identified. His field of operation was in the city of Detroit and State of Michigan until 1890, when he came to this coast. During the three years which preceded his coming West he was superintendent of agencies for the State of Michigan, and his change of location was for the purpose of establishing the

business of the company in the State of Washington, he having the management of the company's interest in this State. It was July 19, 1890, that he opened his offices in the Washington building on Pacific avenue, and here he has since continued, his being the first State agency in Washington with headquarters in Tacoma. His efforts to obtain a foothold for his company in this State have been very successful, the volume of business done showing a constant increase.

Mr. Cleveland is a prominent Mason. He is a member of Spring Lake Lodge, No. 234, F. & A. M., Michigan; Tacoma Chapter, No. 4, R. A. M.; Tacoma Lodge of Perfection, No. 9; Tacoma Chapter of Knights Rose Croix, No. 6; Tacoma Council of Knights Kadosh, No. 4; A. & A. S. R.; was made a thirty-second-degree Mason, June 12, 1890, by Michigan Sovereign Consistory, S. P. R. S., Detroit; was made a Noble of the Mystic Shrine in Moslem Temple, A. A. O. N. M. S., Detroit, June 12, 1890; and affiliated with Afifi Temple, Tacoma, later in the same year; was the Director of Afifi Temple in 1892 and 1893; and is a member of Fern Chapter, No. 7, O. E. S., Tacoma. Politically, he is a Republican.

Such, in brief, is a sketch of the life of one of the enterprising young business men of Tacoma.



WILLIAM J. GRAMBS, of Seattle, Washington, was born in Honesdale, Pennsylvania, April 11, 1862, a son of Lorenzo and Margaret (Gunthry) Grambs, natives also of that State. William J. attended the schools of his native city until fourteen years of age, and then entered a competitive examination for entrance at the United States Naval Academy at Annapolis, was the successful candidate, and duly appointed. After four years in that city he graduated as midshipman, immediately sailed on the United States ship, *Hartford*, which was given a roving commission, visited many of the principal ports of the world, and served as flag-ship of the Pacific Squadron eighteen months. About 1884 Congress reduced the navy, and provided for the retention of but ten men from each class. Mr. Grambs then received an honorable discharge, with an allowance of one year's sea pay, and at once accepted an appointment on the

United States Geological Survey. He spent two years in Massachusetts, in charge of a surveying party, making a contour map of the State. In the spring of 1887 our subject resigned his commission, and, having received a practical knowledge of electricity while at Annapolis, decided to enter the electric field of labor. He accordingly secured the agency of the Edison United Manufacturing Company for the Northwest, embracing the States of Idaho, Oregon and British Columbia, with headquarters at Seattle. Arriving in this city, Mr. Grambs entered into partnership with S. Z. Mitchell and F. H. Sparling, both graduates at Annapolis, and formed the firm of Mitchell, Sparling & Co., Mr. Sparling retiring after about one year. Seattle was the first city in the Northwest to adopt electricity for lighting purposes, and in 1887 the above company installed the first Edison incandescent and the municipal dynamos for the Seattle Electric Light Company, for street and commercial lighting—these being the first machines of that character in use west of the Mississippi river. In 1888 Messrs. Mitchell and Grambs incorporated the Northwest Electric Supply & Construction Company, with Mr. Mitchell as president, and Mr. Grambs as secretary. They installed in Tacoma the first electric street railroad in the Northwest, and sold a large part of the electrical apparatus used in the Northwest. In 1890 they sold out to the Edison General Electric Company, and Mr. Grambs was retained by them as manager of the Puget Sound district. In July, 1892, this company consolidated with the Northwest Thompson-Houston Electric Company, under the name of the Northwest General Electric Company, our subject still continuing as manager at Seattle.

In Tacoma, in December, 1892, Mr. Grambs was married to Miss Blanche L. Kesler, a native of Honesdale, Pennsylvania. They have one child, Harold Willis. Our subject is a stockholder in the Washington Water Power Company, of Spokane, which is the outgrowth of the Spokane Electric Light Company, and which he was assisted in organizing in 1887. This company now controls the electric and water power of the city. He is a stockholder in the electric plants at Port Townsend, Snohomish, Pendleton, and La Grande, also a number of smaller organizations; is secretary of Albert Brown Brewing Association; was one of the incorporators and a director of the Seattle

Brewing & Malting Co., with a capital of \$1,000,000, a consolidation of the leading breweries of the city; was one of the organizers of the Northwest Fixture & Electric Company, in December, 1892; and also holds valuable landed interests throughout the State of Washington. Mr. Grambs is a member of no fraternal order, and takes little interest in politics, but is thoroughly in sympathy with that spirit of enterprise which has been so significant in the development of Seattle and Northwest.



HIRAM NELSON, one of the pioneers and business men of the State of Washington, was born in Stark county, Ohio, August 26, 1836. His father, William Nelson, was a native of Pennsylvania and married Rebecca Stands, who was a native of Ohio. Mr. Nelson was a farmer and came to Ohio when a young man, thence moved to Indiana, where he lived until 1872. In May, of that year, he met a violent death, being taken from his house and murdered by some unknown persons, his lifeless body being left on a pile of lumber. It was all very mysterious and the guilty person has never been discovered, nor has any cause for such a dastardly crime ever become known. He was sixty-one years of age. In the following October his wife died, at the age of fifty-five years. They had been the parents of ten children, six of whom are yet living.

Our subject was the second child born into the family. As he grew to manhood he became ambitious and in the spring of 1857 he started for the Golden State, by way of the Isthmus, landing in San Francisco in due time, after which as soon as possible he proceeded to the Eureka mines. Here he remained for four years, making considerable money in this time, but losing the major portion by entrusting it to others. In 1861, he sought a new field of labor; came to Walla Walla county and here bought land on Dry creek, six miles north of the city. Leaving his family here, he went to the Oro Fino mines in Idaho, and until 1879 he engaged in mining there through the summers and worked at home during the winters, thus making a great deal of money.

Mr. Nelson now owns 800 acres of fine farming land on Dry creek, and here has a fine resi-

dence and well improved farm. He has worked assiduously to obtain his present comfortable position, and in 1891 he decided to take life a little easier and rented his farm. He then removed to the city of Walla Walla, where he engaged in a grain and general commission business.

Our subject was married, March 4, 1866, to Miss Sarah A. McInroe, a native of New York, and they have had five children, as follows: William T., residing in Lincoln county; James E., at home; Addie, wife of F. E. Smith, resides six miles north of Walla Walla; Clark S., at home; and Herman G., also at home. Our subject is not of a temperament to find pleasure in idleness; hence he attends to his present business merely as an occupation, as he has abundant means and need have no care for the future. Politically, he is a Republican, believing that the principles of that party are the best for the government of a great country like our own.



HON. JAMES M. CORNWELL, an early pioneer of the Pacific coast and one of the present substantial men of Walla Walla county, is the subject of the following sketch. He was born in Orange county, Indiana, August 7, 1834, but his father, Clayton Cornwell, was a native of Kentucky. When a young man the latter went to Indiana and settled in Orange county and there married Miss Elizabeth Moyer, a native of North Carolina. About 1846 they removed to Illinois, where he followed the trade of hatter and lived there until his death, in 1878, at the age of seventy years, his wife having passed away many years before—in 1849.

Our subject was the third child in the family and received his education in the common schools of Illinois. At the age of eighteen years he desired to make his way to Oregon, his mind having been attracted in that direction by much reading. Accordingly, he and his elder brother Francis collected sufficient means and prepared for the long journey. The contribution which our subject could make to the common purse was but two dollars in money, but he had a new suit of clothes and plenty of pluck and courage; and in the spring of 1852 the two started. They fortunately were able to make an arrangement with an emigrant train from Ohio, by which

they were to receive their passage across the plains for their services in driving the oxen and assisting in a general way.

The long looked for morning of the 10th of April, 1852, came and the brothers said a long farewell to friends and kind and interested neighbors and started, reaching Portland, Oregon, October 7, of the same year. By miracles of economy the means of our subject had held out and he still had twenty-five cents left, and very soon the two brothers found work by the day nine miles west of the city of Portland. They thus worked for a time and then entered into a contract to make rails by the hundred, which occupation they followed for the first year. Then our subject took up a claim of 160 acres, commencing to improve it immediately, and living on it one year, when he married. His wife had also taken up a claim and thus between them they had 320 acres, which they afterward disposed of. Mrs. Cornwell died two years after her marriage. In 1861 Mr. Cornwell purchased 160 acres five miles north of the city, where he remained two years, then sold and went four miles east at the foot of the hills, where he purchased 120 acres and began making for himself a home. Here he worked and saved until he now owns 1,500 acres of fine land, eight miles northeast of Walla Walla, on Dry creek, where he lived for many years, until he concluded to retire from farm life.

Mr. Cornwell then purchased a plat of ground about 200 feet square on the corner of Sumach and Touchet streets, in Walla Walla, and there erected a fine residence, at a cost of \$4,000. He was married in 1860 to Miss Mary A. Stott, an accomplished lady, a daughter of Thomas and Nancy Stott, now of Walla Walla. She was born in Indiana and crossed the plains in 1851 when a small girl and came to Oregon. Her parents are now living at Walla Walla, at the age of fifty-seven years.

Mr. and Mrs. Cornwell have had seven children born to them as follows: Laura, the wife of Cassius Robinson, of Walla Walla; Oliver T. resides in the city of Walla Walla; Charles is attending school in Ohio; Nancy is the wife of A. M. Cation, of this city; Arthur is farming in the locality of Dry creek; Minnie is in California; and Raleigh is at home with his father.

Although Mr. Cornwell has been an industrious man he started at the ground floor, as it were, and when a boy in years he found himself 2,000 miles from home with but twenty-five cents

in his pocket; he did not get discouraged but bravely went to work. He has been encouraged and assisted in all of his labor by his faithful wife, who married him when he was still poor.

In 1889 our subject was elected to the State Legislature, the first that ever convened, and so efficiently did he serve his constituents that he was returned in 1890. Since the organization of the party he has been a Republican.



JOSEPH M. TAYLOR, Professor of Mathematics and Astronomy at the State University of Washington, was born in Waterford, Ohio, June 3, 1854, a son of Joseph and Diana (Sherman) Taylor, natives also of that State. The paternal ancestors settled in Maryland in an early day. On his mother's side our subject was a lineal descendant of Roger Sherman, of Massachusetts. Joseph Taylor followed boat-building on the Muskingum river, and also a general carpenter business.

Joseph M., the subject of this sketch, received his preparatory education in the high schools of Stockport and Malta, assisting in his material support by teaching school a part of each year, and during his vacations would assist his father in boat-building or carpenter work. In 1874 he entered Adrian College, Michigan, for a special course of study in mathematics, Latin and German, but did not graduate, although he subsequently received the degree of Master of Science from the same institution. Mr. Taylor then taught in the public schools of Ohio until 1878, the following year served as Professor of Mathematics and Latin in the Southeastern Ohio Normal, and in 1879 took up his residence in Oregon. He began work in that State in a shingle and planing mill at Milton, Umatilla county, and in 1889 drove from Walla Walla to Kelton, Utah, on the line of the Union Pacific, to meet his wife and family. Mr. Taylor then located at Milton, as principal of the public schools, but in 1882 accepted the position of principal of the Centerville public schools. At the organization of the Eastern Oregon State Normal, at Weston, that State, our subject was chosen principal, which position he held one year. During all these years of teaching Mr. Taylor has also been actively connected with institute work under State Superintendents L. J. Powell and E. B.

McElroy, and by the latter was given a life diploma as an instructor in the State. In July, 1885, he was invited by Superintendent Cox, of Pierce county, Washington, to conduct a two-weeks institute in that county, and while there, was called upon by L. J. Powell, President of the Territorial University, and offered a position in that institution. This was accepted by Prof. Taylor, and in August, 1885, he removed to Seattle. His first duties were as Principal of the Normal department, and in addition he was given higher mathematics, and later was elected to the Chair of Mathematics and Astronomy, which position he still occupies. To advance the facilities for the study of astronomy, in the summer of 1891, Prof. Taylor spent about two months as special student at the Lick Observatory, at Mount Hamilton, California, and after his return to Seattle the Board of Regents of the State University, appropriated \$3,000 to build and equip a small observatory in connection with the institution. Our subject superintended its erection, and purchased a telescope, the mountings of which was made by Warner & Swasey, of Cleveland, Ohio, and the optical parts by Brashear, of Allegheny City, Pennsylvania. The meteorological department is also equipped with improved instruments, and Prof. Taylor is the director of the observatory, which is a valuable addition to the university.

In 1875, the subject of this sketch was united in marriage with Miss Diantha Evans, a native of Roxbury, Ohio. She died in 1880, leaving two children: May C. and Inez M. Mr. Taylor was again married, in Centerville, Oregon, in February, 1884, to Alice, a daughter of Frederick J. Morie, who located in Walla Walla, in 1862. To this union have been born three children: Frederick S., Ruth G. and Ellen B. Socially, Prof. Taylor affiliates with the Masonic order and the I. O. O. F. In the former, he is Past Master of St. John's Lodge, Past High Priest of chapter, Prelate of the commandery of Knights Templar, Grand Orator of Grand Chapter of Washington, Senior Grand Warden of Grand Lodge, Commander-in-Chief of Lawson Consistory, No. 1, of Scottish Rite Southern Jurisdiction, Knight of Court of Honor, Master Chapter of Rose Croix, Preceptor of Knights of Kadosh, and a member of Afti Temple, at Tacoma, Ancient Order Nobles of the Mystic Shrine. In Odd Fellowship, he has passed the chairs of Olive Branch lodge and Unity Encampment, and is Senior Grand Warden of

Grand Encampment of the State of Washington. Prof. Taylor is also an active member of the Astronomical Society of the Pacific, in which he takes great pride, as astronomy is the occupation of his life.

He was appointed a member of the State Board of Education, by Governor McGraw, in 1893, and is now Secretary of the Board.



STEPHEN S. GLIDDEN, Spokane, Washington, is one of the enterprising and successful business men of the Northwest.

He was born in Northfield, New Hampshire, in the year 1828, and is a son of Charles M. Glidden and Alice M. (Smith) Glidden, both natives of New Hampshire. His ancestors took a prominent and active part in the public affairs of their day. His great-grandfather and grandfather represented the town of Northfield in the New Hampshire Legislature for a period of forty years, and the great-grandson of the first of these gentlemen represented the same town in the same august body in the centennial year of the town. Mr. Glidden has in his possession some papers which are of a very interesting character, and which are more than a hundred years old, one dated 1784, being an appointment of Charles Glidden, grandfather of Stephen S., as Deputy Sheriff, and another as Justice of the Peace.

Mr. Glidden received his education in the public schools and the Methodist Seminary in his native town, graduating in 1847. His parents had moved to Ohio and located in Scioto county, in 1832, having made the journey to what was then the West, in wagons, and after his graduation Stephen S. returned home and engaged in the iron business with his father and uncle, who were foundry men, and remained in Scioto county until 1865. He then moved to Tennessee, where he was engaged in the same business until 1876. From that time until 1885, he lived consecutively at Evansville, Indiana, Alabama, Chattanooga, and St. Paul, and at the last named place did a wholesale grocery business. In 1885 he came out West, invested largely in mining property in the Coeur d'Alene country, has been there at intervals ever since, and still retains large interests there. He operates a large store in the Coeur

d' Alene country, and is a stockholder in various enterprises in Spokane. As President of the old Bank of Spokane, he has done much to advance its interests, and its present prosperity is largely due to his efficient management. Mr. Glidden was a member of the Constitutional Convention in 1888. His whole life has been characterized by earnest activity, and the position of prominence and influence he occupies to-day is solely the result of his own industry and perseverance.

Mr. Glidden was married in 1855 to Miss Susie Garrett, a native of Illinois. They have had seven children, five of whom are now living.



CHARLES C. BYRNE, M. D., is Medical Director of the Department of the Columbia, with headquarters at Vancouver barracks, Washington. He was born in Baltimore county, Maryland, May 7, 1837, only son of Charles and Emeline (Cole) Byrne. His father was of Irish birth and was a distinguished member of the medical profession. He came to America in 1818, and settled in Baltimore, where, in 1830, he married Miss Emeline Cole, who died in 1839.

Three children were born to this union, of whom the subject of this sketch was the youngest. The family removed to Florida in 1844, and remained there until 1852, when the father died and the family scattered.

Charles C. began his literary course of study in Columbia, South Carolina, and finished it at Mount Saint Mary's College, Maryland, in 1856. He at once began the study of medicine, under the guidance of Professor Richard McSherry, of Baltimore, an eminent practitioner of that city, and took his degree of M. D. in 1859, after having spent one year at the Baltimore Infirmary as resident physician.

Immediately following his graduation from this institution (the University of Maryland), he took up a post-graduate course at the University of Pennsylvania, where he had most valuable experience in the hospitals of the city of Philadelphia, and listened to the lectures of some of the ablest medical men of the country. In June, 1860, after passing successfully the very rigid examination required, he became a medical officer of the United States army, and

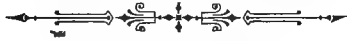
was at once assigned to duty in Texas, where he remained until early in the following year, when the State of Texas seceded from the Union.

Surgeon Byrne, together with the troops with whom he was serving, was captured by the rebels under General Van Dorn in May, 1861, at Saluria, Texas. He was immediately paroled, but was not exchanged until August, 1862. In June, 1861, Surgeon Byrne established and organized a large military hospital at Annapolis, Maryland, which remained in operation until the close of the war.

About the first of October, 1862, he was assigned to duty in the office of the Surgeon General of the Army, at Washington, District of Columbia, a position he held until April, 1863. He then took charge of the "Armory Square" general hospital in Washington city. After a few months, owing to the demand for the services of medical officers with the troops at the front, Surgeon Byrne was assigned to duty with the Army of the Cumberland, then fronting the enemy in the State of Tennessee. He had charge of a hospital of 1,200 beds at Chattanooga, where he ministered to the wounded from the battle-fields of Chickamauga, Mission Ridge and Sherman's Atlantic campaign. After the capture of Atlanta, Surgeon Byrne was placed in charge of the military hospitals in the city of Nashville, Tennessee, where he treated many of the soldiers who were wounded in the battle of Nashville, which took place in December, 1864, and where he remained until the end of the war.

Since 1865 Surgeon Byrne's duties as a medical officer have called him to various quarters of the United States; he was one year in Florida and afterward spent four years in Little Rock, Arkansas; in 1870 he went to Willets Point, New York, where he continued until 1875; Dakota was next his home for a brief period, and then four years were passed at Fort Snelling, Minnesota. In 1880 he was assigned to duty at Angel Island, California, and at the end of sixteen months was transferred to Benicia Arsenal, California; in 1885 he was appointed Attending Surgeon at the United States Soldiers' Home at Washington, District of Columbia; at the end of five years he was ordered to duty at San Antonio, Texas, and in February, 1891, he was appointed Medical Director of the Department of the Columbia, with station at Vancouver Barracks, Washington.

Dr. Byrne was married in the city of Milwaukee, Wisconsin, in October, 1876, to Miss Henrietta P. Colt, a connection of the Colt family made noted throughout the world as inventors and manufacturers of fire-arms.



DR. S. M. WHITE, one of the leading physicians of Walla Walla, was born in Hamilton county, Indiana, September 27, 1842, a son of Joseph and Mary (Moffitt) White, the former a native of Philadelphia, Pennsylvania, and the latter of North Carolina. The father, a farmer by occupation, died February 5, 1875, at the age of sixty-one years. The mother still resides in Indianapolis, Indiana, aged seventy-two years.

Dr. S. M. White, the eldest of two children, was reared to farm life, attended the common schools of his native county, and also graduated at the Poplar Ridge Academy of Indiana. After completing his education the war broke out, and April 25, 1864, he enlisted in the One Hundred and Thirty-sixth Regiment of Indiana Volunteers. He participated in much hard service in the South, his regiment having been on detached duty, and was sent from point to point. He was honorably discharged November 2, 1864, after which he followed farming in his native State until 1868. In that year Mr. White began the study of medicine under the preceptorship of Drs. Daniel and Zenas Carry; attended the medical school of Indianapolis, Indiana; received his diploma February 24, 1878; was engaged as one of the faculty of that institution seven years, and then received his second diploma, dated March 7, 1884. He was then engaged in the practice of medicine in Kokomo, Indiana, until 1881, and then went to Indianapolis, where he remained until failing health compelled him to seek a new home. Since that time Dr. White has followed his profession in Walla Walla, Washington, and has regained his health.

The Doctor was married, January 19, 1865, to Miss Ruth Herand, but after a few years of happy conjugal life, death claimed the loving wife and mother, her demise occurring April 28, 1873. She left three children, but only two daughters now survive: Alma and Ida, who reside with their grandmother in Indianapolis. The eldest is one of the leading mu-

sicians of that city, making the violin a specialty, and being one of the faculty of the musical department of Butler University, Indiana. She is said to be the finest violinist of Indianapolis. Dr. White was again married, November 10, 1875, when he wedded Miss Carrie E. Sullivan, a native of Ohio. She departed this life April 4, 1880, leaving one daughter, Lora, aged fifteen years, who is now attending school in Indiana. Politically, the Doctor is identified with the Republican party, and socially is a member of the Odd Fellows and Masonic fraternities, still holding his membership in the latter at Kokomo, Indiana. He has been twice elected as Post Commander of A. Lincoln Post, No. 4, of Walla Walla, and was elected Medical Examiner of his department in 1891.

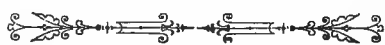


HON. JUDGE WILLIAM H. UPTON, one of Washington's rising and highly accomplished young men, was born in Weaverville, California, June 19, 1854, a son of William and Maria A. (Hollister) Upton, natives of New York, where they were also married. The father was admitted to the practice of law in his native State; afterward followed his profession and held several prominent positions in Michigan until 1852, when he crossed the plains to California. In 1865 he went to Portland, Oregon, and in 1867 was elected Chief Justice of that State, holding that position until 1874. In 1877 he was appointed Comptroller of the United States Treasury under President Hayes. Mr. Upton then moved his family to Washington, District of Columbia, where he still engaged in the practice of law. His wife died in 1859, at the age of forty years, leaving a large family of children to the father's care.

W. H. Upton, the subject of this sketch, and the sixth of eleven children, received his early education in the schools of Portland, Oregon, and afterward entered Yale College, graduating there in 1877, at the age of twenty-three years. He then spent three years in the Navy Department at Washington city, and afterward graduated with honor in the Columbian Law School. Having a love for that coast country, Mr. Upton came to Walla Walla, Washington, in 1880, where he immediately began the practice of his

profession. In 1887 he was elected a member of the City Council, the following year became a member of the Territorial Legislature, and in 1889 was elected Superior Judge of Walla Walla and Franklin counties. He filled the latter position so acceptably that he received the unanimous nomination of his party for re-election, and was elected his own successor in November, 1892.

Judge Upton was married June 23, 1881, to Miss Georgia L. Bradley, a highly esteemed lady of Washington, District of Columbia. To this union have been born two bright boys,—William Hollister and George Bradley. The Judge is an ardent Republican, and is Master of Blue Mountain Lodge, No. 13, F. & A. M., of Walla Walla.



JUDGE A. P. CURRY.—No man is better known in Spokane than the subject of this sketch, Judge Curry, of the Municipal Court. Under his jurisdiction the city has assumed a quiet, respectable air of which the people are proud.

He was born in Bangor, Maine, son of Richard W. and Nancy W. (Hatch) Curry, natives of Nova Scotia and Bangor, Maine, respectively. He received his education in his native city, and after leaving school engaged in business with his father, who was a merchant and who had moved to Chelsea, Massachusetts. In 1854 he emigrated to Dixon, Illinois, where he was City Marshal two years. He formed one of a party who crossed the plains to Pike's Peak during the gold excitement of 1860, and returned to Illinois about two months previous to the outbreak of the Civil war. When President Lincoln called for volunteers he was among the first to enlist in the service of his country. He entered as a private in Company A, Thirteenth Illinois Infantry, and in 1862 was promoted to the position of Lieutenant of Bowen's cavalry. Early in 1862 he was made Captain, serving as such for three years, when he was mustered out at St. Louis. He then went to Memphis and was appointed Colonel of the First West Tennessee Infantry, which he commanded until the close of the war. He then entered into mercantile business in Memphis, and in 1867 was elected County Sheriff, to which position he was twice re-elected.

In 1878 Mr. Curry located in Leadville, and during the years 1880 and 1881, was Marshal

of that place. In 1883 he moved to the Coeur d' Alene country, Idaho, where he engaged in mining pursuits, being one of the first to arrive there. He soon afterward took up his abode in Spokane, where he continued his mining interests. In 1889 he was elected Brigadier-General of the Territory of Washington. For one year General Curry was Senior Vice-Commander of the Grand Army of the Republic, for two years Post Commander, and for the year 1890 was Department Commander of Washington and Alaska. He is a Knight of Pythias and of the Order of Elks. The following is the General's staff: C. F. Lake, Lieutenant-Colonel and Assistant Adjutant General; J. Hamilton Lewis, Lieutenant-Colonel and Assistant Inspector General; J. A. Hutfield, Assistant Quartermaster General; V. K. Snell, Lieutenant-Colonel and Assistant Commissary General; Benj. R. Freeman, Lieutenant-Colonel and Brigade Surgeon; E. P. Gillette, First Lieutenant and Aid-de-camp; Wm. H. Chapman, First Lieutenant and Aid-de-camp; and Cromwell, First Lieutenant and Aid-de-camp.

Judge Curry was admitted to the bar in 1891, and was appointed Judge of the Municipal Court by Acting Governor Charles E. Laughton. Not long ago he was elected president of the Mining Exchange.

Personally, he is a genial, whole-souled gentleman, whose friends are to be found among all classes of people. In appearance, he has the bearing of a soldier, and is justly proud of his record as such. The headquarters of the National Guards of Washington are rooms 10 and 11, Falls City Block, Spokane.



ERNEST EGGERT, proprietor of Twickenham Park, Spokane, Washington, was born in Hanover, Germany, in the year 1861. His parents, C. H. and Mary (Weber) Eggert, natives of Germany, immigrated to America in 1869 and located in New York city. His father was a school teacher by profession. The family lived in New York and afterward in Brooklyn, and in the public schools of those cities Ernest received his education, graduating in 1876. He learned cigar-making and remained in New York, engaged in that business until 1889.

Believing the opportunities for enterprising young men were better in the great West than

in the overcrowded cities of the East, he came to Washington, and, through the influence of Major Hobbs and others, was induced to locate in Spokane. Upon his arrival here he immediately identified himself with the interests of the growing city and the State in general. First, he engaged in the wholesale liquor business. He established Twickenham Park in the suburbs of Spokane, fitting it up as a place of amusement and resort for the public. It comprises about forty-two acres. At the time Mr. Eggert took possession it was a wilderness, but under his well-directed efforts it has been transformed into an ideal resort. The grounds are rich in natural treasures, they having been until recently a private camping place for the Indians, who have left behind traces which Mr. Eggert very judiciously has left in their natural state. These relics possess a charm for the visitors who daily throng the grounds. Mr. Eggert has placed here a large number of animals, is constantly adding to the collection, and it is only a question of time before he will be the owner of one of the finest menageries of the Northwest. Much money has been expended in beautifying the grounds, and, altogether, this park is one of the pleasantest places in Spokane in which to spend an idle hour.

Personally, Mr. Eggert is a man of kind disposition and pleasing address. He is one of Spokane's most enterprising young men.



PHILIP VANDERBILT CÆSAR, president of the Metropolitan Savings Bank of Tacoma, Washington, and one of the leading financiers in the Northwest, is a native of Franklin, New Jersey, born June 21, 1866. His ancestors on both sides were numbered among the oldest and most prominent in the United States, having figured conspicuously in civil and military lists.

The early life of Mr. Cæsar was passed in his native city, and his preliminary education received in the local common schools. In 1884, at the age of eighteen, he entered Columbia College, and graduated at the School of Arts in the class of 1888. For a time thereafter, he filled a clerical position in the general offices of the New York Central & Hudson River Railroad. Later he held a clerkship in a large wholesale establishment in New York city,

which he resigned to accept the post of cashier for W. S. Nichols & Company, at No. 33 Wall street, which position he held two years. At the end of that time, in 1890, he came to Tacoma, representing heavy financial interests, to become connected with the Tacoma Building Association and Savings Bank. He first acted as cashier in that institution, and in 1892 was elected its president. In 1893, this bank was re-organized on a broader and more comprehensive basis, under its present title, and he has ever since continued to be its president, his known ability and business integrity contributing in no small measure to its prosperity, by insuring the confidence of the people and incidentally a large patronage.

As financier, official and citizen, Mr. Cæsar is conspicuous for honor, ability, energy and progress, and justly enjoys a high position in the regard of his community.

In April, 1890, Mr. Cæsar was married to Miss Fanny L. Little, daughter of Judge John W. Little, of New York city, and they have one son.



CHARLES PROSCH, Seattle, Washington, was born in Lancaster, Pennsylvania, June 25, 1820.

His parents, William and Christiana (Dotter) Prosch, were natives of Germany, but were reared and educated in the United States. In 1821 they removed to New York city, where Mr. Prosch engaged in street contracting, which he continued in that city and Brooklyn for many years, ultimately removing to Newark, New Jersey, where he and his wife both died, each at about the age of eighty-five years.

Charles Prosch was educated in the public schools of New York city. In 1836 he became an apprentice in the Daily Express office, in Wall street, and there remained for a period of seventeen years. In 1853 he came West to San Francisco, under engagement on the Alta Californian, of which paper he subsequently became part proprietor. Having sold his interest therein, in the winter of 1857-'58 he came to Washington Territory, and started the Puget Sound Herald in March, 1858, in Steilacoom. Fort Nisqually, near that town, being headquarters of the Hudson's Bay traders of the Northwest, was in frequent communication by water with Victoria and other British Columbia

trading stations. By one of the sailing vessels thus employed, Mr. Prosch learned of the discovery of gold on Fraser river, and his paper was the medium for spreading broadcast along the Pacific coast the news which created one of the wildest mining excitements of the Northwest. Thousands flocked to Whatcom to seek ingress to the promised country by the mountain trail. Finding it inaccessible, they dispersed to Victoria and other points to make the journey by water. Though the "diggings" were rich, the people outnumbered the prospects. This rush of gold hunters, however, was instrumental in developing the Cariboo mines and the mines of Montana and Idaho.

The town of Steilcoom and the Herald having declined to a condition that no longer afforded support, in 1868 Mr. Prosch removed to Olympia to perform the Territorial printing, under the auspices of E. L. Smith, Secretary of the Territory. To comply with the requirements, Mr. Prosch purchased the Pacific Tribune, which he thereafter continued to publish, and during the session of Legislature of 1869 he published the first daily ever printed in the Territory. Subsequently returning to the weekly edition, he continued it until 1872, when he turned it over to his son, Thomas W., who ran the paper there until 1873. Then, removing the plant to Tacoma, they published a weekly and daily till July, 1875, when they moved to Seattle and continued the publication until the plant and business were sold. Thomas W. then purchased an interest in the Intelligencer, subsequently became sole proprietor, and continued the publication until 1887, when he sold out and retired from business.

After selling his paper in Olympia, Charles Prosch, who was one of the members of St. John's Protestant Episcopal Church, during the absence of the clergyman became lay reader and discharged the duties of that office for twelve months. Then, removing with his son to Tacoma, he was called upon to perform at St. Peter's Chapel the same service, which he continued about eighteen months, and, when leaving, was presented with a handsome watch and chain, the watch being appropriately inscribed as coming from a grateful people. Mr. Prosch also worked upon the Tribune, and in 1875 removed with his son to Seattle, continuing his connection with the Tribune and Intelligencer until his son finally sold out and retired. Since then, Mr. Prosch has been engaged in writing

reminiscences of pioneer days and early interests connected with press matters.

He was married in Dey street, New York city, January 16, 1846, to Miss Susan Conklin, a native of New York State. They have had five children, only two of whom are living: Frederick and Thomas W.



HON. EUGENE SEMPLE, ex-Governor of Washington, was born at Bogota, New Grenada, South America, June 12, 1840, a son of James and Mary S. (Mizner) Semple, of Illinois. The father served as Attorney General, Speaker of the House of Representatives, Chief Justice of the Supreme Court, Senator in Congress and Colonel in the Black Hawk war in his adopted State. But at the time of his son's birth he was United States Minister to New Grenada. He served two terms in that position, first under Van Buren, and then under Tyler.

The Semple family have long been prominently connected with the affairs of the Pacific coast. James Semple, father of our subject, made speeches in the Mississippi Valley, as early as 1842, in favor of the claim of the United States to the line of 54° 40' north latitude. January 8, 1844, he introduced into the United States Senate a resolution requesting the President to give notice to his Britannic Majesty of the desire of the Government of the United States to abrogate the treaty of joint occupancy of the Oregon country. His brother, Robert Semple, was editor of the first American newspaper printed in California; was president of the Constitutional Convention of that State; and founded the city of Benicia. A half brother of our subject, Hon. Lansing B. Mizner, was a California pioneer of 1849, held many official positions, including that of Collector of the Port of San Francisco; President of State Senate, and Presidential Elector and Minister to Central America. A cousin of the subject of this sketch, Will Semple Green, was one of the founders of the city of Colusa, California, and for thirty-five years has been editor of the Colusa Sun, in which capacity he has yielded a potent influence in public affairs. Another uncle, Colonel Charles Donald Semple, of Colusa, was one of the most prominent members of the California bar.

Eugene Semple, the youngest child and only son, was five years of age when his parents returned to Illinois, and the succeeding years were passed in Madison and Jersey counties, attending the country schools in winter, and working at farm labor in the summer. At the age of sixteen years he entered the St. Louis University, and subsequently engaged in the study of law with Krum & Harding, in St. Louis, and later graduated at the Law Department of the Cincinnati College, taking the degree of LL. B. After receiving his diploma, Mr. Semple carried out his long cherished intention of locating in Oregon, and, *via* New York, Panama and San Francisco, arrived in the fall of 1863. From that time until 1869, he was engaged in the practice of his profession in Portland, with the exception of two summers spent in the mines of Idaho and Washington. In the last named year Mr. Semple embarked in newspaper work, first as reporter, and later as editor of the Daily Oregon Herald, then the leading organ of the Democratic party in the Northwest. The motto of this paper was: "In all discussions of American policy, with us liberty goes first." It was a strenuous opponent of Chinese immigration, and an advocate of railroads, claiming, however, that they should be the servants of the people, and not the masters of the people. The result of the Democratic victory of 1870 in Oregon made Mr. Semple State Printer, which position he held until 1874. He then leased a farm in Lane county, afterward purchased land in Columbia county, and followed the occupation of his youth until 1883. In that year he engaged in the manufacture of cedar shingles, being the pioneer in that business in the Northwest, and the following year erected the Lucia Mills at Vancouver, Washington, also becoming a resident of that place. He was appointed Governor of Washington Territory by President Cleveland, and was the candidate of the Democratic party for the same office at the first State election, running nearly 600 votes ahead of his ticket. In Oregon Mr. Semple held the office of Police Commissioner of Portland, of State Printer, Clerk of the Circuit Court in Columbia county, and was appointed Brigadier General of the National Guard by Governor Grover.

While a member of the Vancouver Board of Trade, our subject was the prime mover in forming the Columbia Water Way Association, designed to secure the opening of the Columbia river to free navigation, a project which he be-

gan to agitate in 1869, and has since continued to work for at every opportune moment. At the second session of the association he read a carefully prepared paper on river improvements, in which he outlined a comprehensive scheme for economically navigating the Columbia river and its tributaries, and for the construction of a ship transit across the Isthmus of Tehuantepec. In 1889 Mr. Semple returned to Seattle, where he now resides, engaged in the active practice of law, and also as a member of the Board of Harbor Line Commissioners. While a member of the Harbor Line Commission, Mr. Semple had charge of the harbors of Seattle, Ballard, Sidney, Blaine, Shelton and Vancouver, and prepared a plan for the permanent improvement of the harbor at the latter place.

He was married in 1870, to Ruth A. Lownsdale, of Portland, and they have three daughters and one son. Mr. Semple has been a widower since 1883, and is now devoting his time to the care and education of his children.



HON. I. J. LICHTENBERG, Judge of the Superior Court, Equity Department, of King county, Washington, was born in New York city, June 5, 1845.

His parents, Jacob and Caroline Lichtenberg, were of German and English descent respectively. Jacob Lichtenberg was a manufacturing jeweler of New York city. From there he moved to Callao, Peru, and later to Valparaiso, Chili, where he passed the closing years of his life.

I. J. Lichtenberg was the first born in a family of four children, three of whom survive. He attended public school and college in his native city until he was seventeen, when he dropped his studies and joined the ranks of the Union army. He enlisted in 1862 in the Fifth New York Cavalry, and served in the cavalry corps of the Army of the Potomac. He was wounded in the battle of the Wilderness in May, 1864, and, being unfitted for further service, was discharged in the fall of that year. Until January, 1889, he carried the ball in his leg, suffering almost continuously, and as a last resort had his leg amputated.

After the war he followed a mercantile life in New York city for some time. From there he removed to Pottsville, Pennsylvania, where

he began reading law under the preceptorship of Hon. O. P. Bechtel, a lawyer of considerable prominence and now one of the judges of common pleas in Schuylkill county. Mr. Lichtenberg was admitted to the bar in 1874, and at once engaged in practice at Pottsville, where he remained until 1887. Then he came to Seattle, continuing his professional career here. His ability as a lawyer at once advanced him to the front rank in his profession, and, with the admission of Washington to Statehood in 1889, he was honored by being elected the first Superior Judge of King county, and this, too, on the Democratic ticket, when the Republican majority was about 1,200. Up to March, 1890, he was the only Superior Judge in the county. Then the business of the court had reached such vast proportions that the Legislature appointed two additional judges, and Judge Lichtenberg was assigned to the Court of Equity. His mode of conducting court being one of much dignity, rapidity and justice, his service was highly appreciated and he was the unanimous choice of his party for nomination in convention assembled in the fall of 1892. Among the profession he is highly honored and respected for his firm, decisive, yet impartial rulings. Quick in discerning points of law and equity, and rendering his verdicts according to the facts, without fear or favor, he is considered one of the ablest jurists upon the Superior Bench of the State.

Judge Lichtenberg was married in Pottsville, Pennsylvania, to Miss Emma Barr, a native of that State. One child, Benjamin, has been born to them.

The Judge has been an active supporter of the G. A. R. since the earliest organization of that body. He was formerly a member of Gowen Post, No. 23, of Pottsville, and now belongs to Stevens Post, No. 1, of Seattle.



JUDGE RALPH OREGON DUNBAR, of Goldendale, Washington, Chief Justice of the State of Washington, was born in Schuyler county, Illinois, April 26, 1845. His parents, Rice and Jane (Brisbin) Dunbar, were natives of Ohio and Pennsylvania respectively, but were married in Illinois, where both were reared from childhood.

Rice Dunbar was a carpenter by trade and followed that occupation in Illinois until 1846. That year he purchased a prairie outfit, and with ox teams brought his family across the plains and mountains to the Willamette valley, Oregon. He located a donation claim in the Waldo hills, Marion county, and there engaged in farming, continuing his trade, as opportunity afforded, up to 1863. Then he moved his family to Salem, where he passed the closing years of his life.

Judge Dunbar was educated at the Willamette University, teaching two years while pursuing his studies. In 1867 he moved to Olympia and commenced the study of law in the office of Hon. Elwood Evans, and was admitted to practice before the Territorial Supreme Court in 1859. His career as a lawyer has been marked by success, he has had an extensive practice throughout the State, and he has gained a reputation not only as a successful lawyer but also, as one whose judgment can always be relied upon. That same year, 1869, he was appointed Clerk of the United States District Court by Chief Justice Orange Jacobs, and performed the duties of that office until 1871, when he resigned, went to Yakima, and engaged in the practice of his profession, continuing there thus occupied until 1875. He then moved to The Dalles, Oregon, and passed two years at that place. Returning to Washington in 1877, he opened an office in Goldendale and continued his professional life. In 1878 he was elected to the Upper House or Council of the Territorial Legislature, and was also elected Probate Judge of Klickitat county. In 1880 he was elected Prosecuting Attorney for Klickitat, Kittitas, Yakima, Clarke and Skamania counties. In 1885 he was elected to the Lower House of the Territorial Legislature, and upon the assemblage of that body was elected Speaker of the House. He also served several terms as City Attorney of Goldendale, and from 1880 to 1886 was editor and proprietor of the Goldendale Sentinel, a paper which zealously supported the principles of the Republican party. The Judge represented the eleventh district in the Constitutional Convention in 1889, and was appointed chairman of the Committee on Tide and Granted Lands, and was the author of the constitutional articles on school lands. He was a prominent candidate for Congress at the first State convention in Washington in 1889, lacking only three votes of the

nomination. At the same convention he was unanimously nominated as candidate for the office of Supreme Judge, to which responsible position he was elected by a large majority the following month. In January, 1893, after serving two years as Associate Justice, Judge Dunbar was chosen by his brother judges to fill the responsible and honorable position as Chief Justice of the Supreme Court of the State of Washington—a position he now occupies—discharging the duties with credit to himself and friends and to the satisfaction of the public in general.

Being of a nervous temperament, Judge Dunbar sought and has found rest and recreation in agricultural pursuits. He bought 280 acres of land near Goldendale, and became interested in grain farming and the raising of horses. After his election as Supreme Judge, he removed to Olympia, and while discharging the duties of that office, in order to continue his farming diversion, he purchased 170 acres of land near Olympia. On this property he is raising fine horses of Hambletonian Mambrino and Altamont breeds, and some Jersey cattle.

Judge Dunbar was married at Yakima, in 1873, to Miss Clara, daughter of William White, a pioneer of 1852. Her father was murdered while engaged in farming, six miles southeast of Olympia, during the Indian war of 1855 and 1856. Judge and Mrs. Dunbar have three children,—Fred, Ruth and John,—all busily engaged in the pursuit of education.

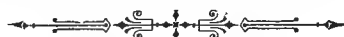


WILLIAM NELSON, a contractor, builder and brick manufacturer, of Chehalis, Washington, was born in Allegheny county, Pennsylvania, June 5, 1855, being a son of Richard G. and Adaline (Morrison) Nelson. The father is a native of Pennsylvania, being of English extraction, and the mother was born in the State of New York.

William Nelson, the third in a family of seven children, was engaged in farm work until eighteen years of age. He has been prominently engaged in the building trade of this city since the winter of 1883, and since that time has erected under contract the greater portion of Chehalis' brick business blocks. Among the number may be mentioned the Improvement Block, Racket store, Columbia Block, and the

Barrett Block, known as the Hotel Rainier. Mr. Nelson also did the stone work on the Commercial bank building and put in the sewer system of that city. His brick yards are located a short distance south of town, the enterprise being yet in its infancy, although the capacity is for 25,000 brick daily. The output of the plant will be regulated by the demand, but the industry is one that can not fail to thrive under its present egective management. The yards will furnish employment to a corps of about twenty workmen.

March 15, 1893, Mr. Nelson was united in marriage to Miss Elizabeth A. Bush, a native of New York. In political matters Mr. Nelson is identified with the Democratic party and his fraternal associations are with the I. O. O. F. and the A. O. U. W. He is a stockholder in the County Agricultural Association.



CHARLES C. LANDON, vice-president of the Vancouver Real-Estate Association, was born in the virgin forests of Vermont, near Irasburgh, Orleans county, October 24, 1853, a son of Daniel and Laura (Owens) Landon, natives also of that State, and both were descended from old and influential families of Vermont. The mother died in 1869, and the father survived until 1872, when he too passed away.

Charles C., the second in a family of five children, was early inured to the hardships of New England farm life, and attended the public schools of his native State. At the age of nineteen years he located in Minneapolis, Minnesota, where he followed mercantile pursuits until 1875. In that year he removed to Santa Clara county, California, and during a residence of six years in that State he was engaged in farming and other occupations. In September, 1881, Mr. Landon settled in Portland, Oregon, where he established the Portland and East Portland Package Express Company, but at the expiration of eighteen months sold that business and took charge of the well known Abington building, as janitor, for one year. Since 1889 he has been actively engaged in handling real-estate in Vancouver, Washington. The Vancouver Real-Estate Association was incorporated January 25, 1892, with a capital stock of \$10,000, and the following named officers:

Joseph Bone, president; C. C. Landon, vice-president; H. E. Martin, treasurer; and W. H. Johnson, secretary. The firm does a general real-estate and commission business, handling large tracts of land in the interior of Clarke county, also city and suburban property. Mr. Landon also owns individually thirty-three acres of land, which is a part of the old T. J. Thornton claim. He is a stockholder in the Vancouver Trotting Park Association.

August 13, 1885, in Portland, he was joined in marriage to Miss Katie O'Brien, a native of Pennsylvania. In political matters Mr. Landon is a staunch advocate of Republican principles, and in 1891 was elected a member of the City Council. Socially he affiliates with the Sons of Veterans.



WILLIAM E. WAGGONER, one of the substantial and respected farmers of Walla Walla county, Washington, was born in Moultrie county, Illinois, February 16, 1845, and received an education in the common schools of his district. His father, William Waggoner, was a native of North Carolina, who emigrated to Illinois at an early day, and died there in 1867, at the age of fifty-five years. His wife survived him until 1879, when she passed away at the age of sixty years. They reared a family of ten children, of which four are still living.

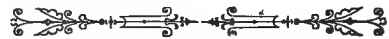
William remained at home with his parents until the breaking out of the war, when he enlisted, July 5, 1862, in Company H, One Hundred and Twenty-third Infantry, and served until the close of the war, having participated in many of the most serious of the battles of the whole struggle. Both at Perryville and Chickamagua he was in much danger, and the colonel of the regiment was killed in an engagement with Wheeler's force in Tennessee, but our subject returned without injury, and was honorably discharged at Nashville, Tennessee. After the war he engaged in farming, but not having enough land, and realizing the possibilities of the great and productive western coast, he started on a journey over the plains in 1879.

At that time the journey may not have been as dangerous as in the early days, but it was just as tedious, and for three months he was on the way, ever anxious to see the land of the setting

sun across the lofty mountains. When he arrived in Walla Walla county, he soon found good land to rent, and continued renting for three years, and then had enough money to purchase a good farm for himself. His first purchase was of eighty acres, but now he has a fine place of 400 acres, all in one body, situated nine miles northeast of the city of Walla Walla. Here our subject has built a good residence and is doing a fine farming business, raising on an average 5,000 bushels of grain yearly.

Our subject was married November 17, 1870, to Miss Nancy J. Kennedy, a native of Illinois. Her parents, Lewis and Minerva Kennedy, who are both living in Lincoln county, Washington, came to Washington at the same time as did Mr. Waggoner and their daughter. Our subject and wife have had a family of four children: Icy, born May 10, 1872; Walter L., born December 6, 1875; Oscar, born July 6, 1877; and Shelby, born March 20, 1887.

Our subject has been a very industrious man and has managed his affairs so well that he has accumulated a comfortable competence, and is among the most respected of the good people of Walla Walla county.



CHARLES MCINROE, one of the leading farmers of Dry Creek, Walla Walla county, Washington, is the subject of the present sketch. He was born of Irish parents in Steuben county, New York, May 10, 1847. At the age of seven years his father moved to Wisconsin, and he was reared and educated in the common schools of that county. After our subject had grown to manhood he entered the lumber camps of Wisconsin, and continued there working for the next seven years, and by 1879 had saved enough money to pay his fare to Washington, the passenger rate at that time being about \$200, as there was but one railroad across the mountains. He reached the home of his brother in Valley Grove and remained there for the next two years, hiring out among the farmers. He was economical, as before, and in the time noted saved enough money to purchase 160 acres of land, six miles north of Walla Walla. There he is now residing, the happy owner of a fine farm of 400 acres under cultivation, whereon he raises an average of 6,000 bushels of grain per year.

After securing a good home, our subject returned to Wisconsin, and there married Miss Maggie White, in 1887. She was a native of Canada, a daughter of Walter and Matilda White, both of whom died in Wisconsin. No children have been born into the home of our subject, but in his wife he finds a congenial companion and efficient helpmate. Politically, he is a Democrat, and fraternally is a member of I. O. O. F. His own industry has procured him this beautiful home, and he is justly proud of it.



DR. EDWARD C. KILBOURNE.—Among the representative business men of Seattle we find the subject of this sketch, who is actively engaged in advancing the interests of the city. He was born in St. Johnsbury, Vermont, January 13, 1856. His parents, Everette H. and Frances A. (Stone) Kilbourne, were natives of the same State, their ancestors being numbered among the pioneer settlers of New England. His grandfather, Ralph Kilbourne, was one of the first dentists in the United States, and very skillful in his profession. Everette H. adopted the same profession, and practiced in Vermont up to 1858, then moved to Aurora, Illinois, and continued, in a general practice.

Edward C. Kilbourne was reared in Aurora, and educated in the public schools of that city. He then studied dentistry under the preceptorship of his father, and received further instruction from the leading practitioners of Chicago and New York. Locating in Aurora, he commenced his practice in partnership with his father, continuing until 1880, when, through failing health, he retired from the profession for the out-door exercise of the mining districts of Colorado, where he prospected for two seasons, regaining his health but attaining to no great financial prosperity. In 1882 he returned to Chicago and became treasurer of the Elgin Milk & Butter Company, remaining in that office up to November, 1883, when he came direct to Seattle. He then resumed the practice of his profession, which he continued very successfully about five years. In 1887 he was one of the active organizers of the first Territorial Dental Society, which was instrumental in securing the passage of the dental law for the protection of the regular practitioners against quack-

ery and incompetent attendance. He was appointed by the Governor as a member of the Board of Dental Examiners, and by that board was elected president, which position he held until his retirement from practice in December, 1888, to engage actively in the real-estate business. He was a member of the syndicate which purchased the Denny & Hoyt tract of 214 acres and located and named the town of Fremont. To properly develop this tract they purchased the old horse-car line and transformed it into the electric system, incorporating under the name of the Seattle Electric Railway Company, with a capital stock of \$120,000, the company owning five miles of track. This system was continued by the company until January 16, 1891, when they re-incorporated as the Seattle Consolidated Railway Company, with a capital stock of \$1,500,000. Dr. Kilbourne became treasurer, and in August, 1892, was elected president of the company. The system now comprises twenty-two miles of track, and five and a half miles additional are operated under contract.

In real estate the Doctor also platted Kilbourne's Division of the Lake Union Addition, consisting of forty acres, and Kilbourne's Division of Green Lake Addition, of eighty acres, besides handling a large amount of inside property. In February, 1891, he organized the Pacific Electric Light Company, and became president. He obtained a charter from the city in March, and upon May 1, 1891, was furnishing lights to the city, evincing great enterprise in the rapid completion of the plant. In September following, they consolidated with the Commercial Light Company, forming the Home Electric Light Company, of which our subject continued an executive, being vice president and manager.

During the winter of 1891-'92, Dr. Kilbourne went to New York and purchased the two-third interest of Henry Villard in the Seattle General Electric Company, thus perfecting a consolidation with that company in March, 1892, forming the Union Electric Company, of which the Doctor was elected president and general manager. The company hold a contract for lighting the city with arc and incandescent lights, and also for furnishing power to the public. They have two power houses, the combined capacity being 2,000-horse power of boilers and engines; 750 arc lights, 11,600 incandescent, with 270-horse power for motor purposes. They

are now furnishing nearly all the incandescent lights of the city, and about three-fourths of the arc lights.

Dr. Kilbourne was married in Seattle, June 23, 1886, to Miss Leilla A. Shooey, a native of Steilacoom and daughter of O. C. and Emma (Bonney) Shorey, early pioneers of the Territory. With his manifold interests the Doctor attends closely to business, but for several years has served as President of the Y. M. C. A. and Trustee of the Plymouth Congregational Church.



JAMES McINROE.—Throughout Walla Walla county, State of Washington, our subject is well known and much respected. His parentage was Irish, but he was born in Steuben county, New York, March 11, 1841. His father, Lawrence M. McInroe, had come to this country from Ireland when a small boy, and here married Anna Smith, also a native of Ireland. By trade he was a machinist, but later in life he engaged entirely in farming, removing to Wisconsin for that purpose, in 1855, when our subject was thirteen years of age. He died in 1871, at the age of sixty-four years, but his wife still survives, being now eighty-one years old.

Our subject attended the common schools of New York, Iowa and Wisconsin, and when he became old enough he hired out to work in the lumbering camps of the last-named State, following this occupation for four years. In the meantime, the opening up of the great western country along the coast had commenced, and our young lumberman decided he would like to go thither and try his fortune with the rest. Just at that time Judge Sharpstine, now of Walla Walla, was about starting to cross the plains and needed some one to drive a team, and here came our subject's great opportunity. In May, 1865, the train started, and after four months of travel they arrived in Walla Walla county. They had had some trouble with the Indians on the way, one of their number being killed by the savages, and they had to exercise great precaution to keep from losing their stock.

After reaching Walla Walla, our subject hired out to a farmer for whom he worked six months, receiving enough to buy him a bronco and a pack horse. He then loaded the horse and rode the pony, and thus started for the

Montana mines. He followed mining that summer, but upon not meeting with great success he returned in the fall to Walla Walla; but the next spring, not being altogether satisfied with his work in the mines, concluded to try in Idaho, and finding this much more profitable he continued there until 1877, returning in the winter to the ranch which he had purchased on Dry creek, six miles north of Walla Walla. Here he has now 600 acres of fine land, well improved, with a fine residence and everything to make the life of the farmer comfortable and happy. He is now engaged in raising stock, and has taken pains to improve it, owning some good Clydesdale horses and short-horn Durham cattle, also some fine hogs.

In 1872 our subject concluded to pay a visit to his old home in Wisconsin, which resulted, a year later, in his return to the coast accompanied by a wife. He married Miss Cordelia Nelson, a native of Ohio, but after four years he was again left alone, her death occurring May 6, 1877, when she was only twenty-one years of age, leaving behind two little boys: Lawrence Oriel and Frank H., both of whom are now young men and much respected, both yet at home. Our subject again married in Wisconsin, February 15, 1882, at which time he espoused Miss Jennie Kent, a native of Wisconsin, a daughter of Edward Kent, who was a native of England; his wife, *nee* Sarah McQuinn, was a native of New York. Six months afterward, our subject returned to his home in Washington. Four little ones have since come into the family: Sadie, Earl K., Maud P. and Cora.

Our subject may be termed a self-made man, as he started out in life poor and has built his own steps as he has climbed upward. In 1892 he received the Democratic nomination for the Legislature, and at the time of election lacked but twelve votes of an election. He has always been respected, and is a valued member of Enterprise Lodge, No. 2, I. O. O. F., of Walla Walla. He is now a Director of the State Penitentiary at Walla Walla.



JAMES W. FOSTER, one of the pioneers of the State of Washington, was born in the State of Maine, was there reared and sent to the common school. His father, Philip Foster, was also born in Maine, and there mar-

ried Miss Fannie Cummins. He was employed by a company to go to California to build some mills. A ship was loaded with machinery and he was put in charge, but on the passage the ship went to Honolulu, Sandwich Islands, and was there about six months, and Mr. Foster proceeded to Portland, Oregon. He finally settled at Oregon City, and entered the mercantile business, but later he engaged in the building of the toll road across the Cascade mountains, having his headquarters on the west side. Here he established a trading post to furnish supplies to the immigrants. Mr. Foster was one of the earliest settlers of Oregon, coming about 1843. He died in 1887, at the age of eighty years. His wife died one year after marriage, leaving one child, the subject of this sketch.

Our subject was of such a tender age that he does not have any memory of the mother who passed away so soon, but he was kindly reared by his grandparents. In 1852 he had earned enough to enable him to pay his passage to San Francisco, to which city he sailed, around Cape Horn, reaching there that same fall, and then going by a steamer to Portland, and to the home of his father. He took up a donation claim of 160 acres, improved the land, and lived there until 1859, when he came to Walla Walla, Washington, taking a claim here, six miles southeast of the town, toward Cottonwood and on Spring-branch, at the foot-hills. Here he now resides, having improved his farm and put it into a good condition. For several years he was engaged in breeding and selling fine-blooded horses, by which enterprise he made considerable money: some of these horses brought from \$500 to \$3,000; but of late years he has devoted his attention to farming.

Horticulture has deeply interested Mr. Foster, and he was the first man in Walla Walla county to set out an orchard, and he now has an area of eighty acres set out to all kinds of fruit. He transported his original trees over the Cascade mountains from Portland, Oregon, by means of pack horses, and at night would bury the trees to keep them from freezing. Owing to his inability to afford himself equal protection, he had his feet frozen on the journey. The climate of this State favors the growing of fine fruit, and from this source he has a good income. Mr. Foster has made it one rule of his life never to have anything that he could not pay for, and never to buy anything merely because it was cheap. One source of honest pride

is, that he has never had a mortgage on his place, and was never asked to give security when borrowing money at the bank. He has one of the finest vineyards in the county, and his farm and orchard always supply all that is choicest in the products of the land. When he first settled here he had no neighbors, and had to get his supplies from the pack trains. Many times has he seen the day when the larder contained nothing but beans. On one occasion he went four days without food of any sort. He took part in the Indian wars, enduring many hardships at that time, but has lived through all, and is now able to enjoy the fat of the land.

Our subject has worked indefatigably during his residence on the coast, and all that he owns he has gained by his own industry and management. He belongs to the People's party, and his first Presidential vote was for Weaver in 1892. The reason he never before voted for president was because he happened to be on the frontier or in a Territory at the time of the election.

In 1867, our subject married Miss Louisa M. Rockhill, a native of Iowa. Her parents, Anthony and Rosetta Rockhill, came to Washington in 1864; were natives of Ohio, and are now living near Dayton. Mr. and Mrs. Foster are the parents of nine children: James W., Jr., Chester U., Jessie May, Nelson B., Iva C., Love L., Mildred R., and Essa.



PATRICK O'KEANE has constantly resided in Vancouver for more than thirty-four years, and during that period has been prominently identified with the best interests of Clarke county, has been closely connected with the business element of the city of Vancouver, and is recognized as one of its most progressive and worthy citizens. He was born in Limerick, Ireland, March 17, 1828, a son of James and Catherine O'Keane, natives also of that country.

Patrick, the fourth in a family of eleven children, emigrated with his parents to America in 1847, locating in Ottawa county, Illinois. On account of ill health he removed to St. Louis, Missouri, in 1849; three years later went to New Orleans, but as the yellow fever was raging there at the time he returned to Illinois in 1853. Mr. O'Keane visited in Naples, that

State about two months. but in the fall of the same year went again to St. Louis and New Orleans. In June, 1854, he started from New Orleans and went by water to the Golden State, and in due course of time arrived in San Francisco, where he remained until October, 1857. He then took passage on the steamer *Old Republic*, for Portland, Oregon, but the vessel was stranded in the Columbia river, and he was transferred to the old *Multnomah*. He made his home in Portland until 1859, although a few months of that time was spent in Salem. Mr. O'Keane took up his residence in Vancouver, and since that time has been connected with many important enterprises. He owns both residence and business property in the city, also valuable timber land in the interior of the county. One tract, located twelve miles northeast of Vancouver, contains 560 acres, and embraces some of the most valuable timber to be found in the State, consisting of ash, oak, fir and spruce. Mr. O'Keane is financially interested in the Commercial Bank of this city, and was one of the early stockholders in the Vancouver, Klickitat and Yakima Railroad.

November 30, 1861, in Portland, Oregon, he was united in marriage to Miss Hannah McGrath, a native of Ireland. They have four children: James T., Frank P., Mary A., and Elizabeth. In political matters, our subject is a staunch and steadfast Democrat, and although he has never sought public honors, has represented the welfare of the city in the council. Socially, he affiliates with the Hibernian Benevolent Association, and religiously the family are consistent members of the Catholic Church.



GEORGE H. ECKARD, a prominent wine and liquor dealer of Vancouver, was born in Germany, May 4, 1858, a son of William and Margaret Eckard. The father is now deceased. George H., the eldest of six children, was reared and educated in his native land, and emigrated to America in 1873. After landing in this country he made his home in New York city several years, and in 1882 enlisted in Company C, Fourteenth United States Infantry, served on the Colorado and Nebraska frontier, was for a short time quartered at San Francisco, California, later at Port Townsend, Washington, and was discharged

at Fort Vancouver in 1887. Mr. Eckard had begun business in this city two years prior to that time, and he is now largely engaged in beer-bottling, has a large ice trade, and does a lucrative commission business in hay, grain and other farm products. His residence property consists of four acres, on which is also located his place of business, and a portion of the ground is devoted to fruit culture. In political matters, Mr. Eckard is prominently identified with the Democratic party, has served as chairman of the Central Committee, served as Deputy Sheriff under M. J. Flemming, was a delegate from this city to the first State convention held at Seattle, and is a stockholder in the *Columbian*, the official Democratic journal of Clarke county. He served as Chairman of the Improved Order of Red Men during the anniversary of the discovery of the Columbia river, held at Astoria, June 11, 1892, and is now Treasurer of his lodge. Mr. Eckard is also a prominent member of the K. of P., the Regular Army and the Navy Union.

In 1886 he was united in marriage to Miss Emma Arnold, a native of Saxony, Germany.

In July, 1889, Mr. Eckard was presented with a fine gold badge, tendered by the citizens of Vancouver, in recognition of his heroic service in the fire of June 22, that year. This honored trophy, he wears on his left breast and is justly proud of the same. He has been a member of the city fire department since 1886.



JEROME B. SMITH, proprietor of the City Livery Stables, Vancouver, was born in Wisconsin, November 25, 1857, a son of James O. and Hannah (Jackson) Smith. Jerome B., the eldest of five children, accompanied his parents to the Pacific coast when sixteen years of age, and the father and son established a stage line between Vancouver and Portland, which they conducted from 1878 to 1886. In the latter year Mr. Smith began business on his own account. In 1889 he opened his present stable, which is located in the business center of the city, and his turnouts compare favorably with any in the county. There is, perhaps, no man better acquainted with the livery business or the wants of the public in this line than our subject. He is also a prominent member of the Vancouver Driving Park Association.

November 5, 1879, in this city, Mr. Smith was united in marriage to Miss Emma Smith, a daughter of John S. Smith, a Washington pioneer of 1850. To this union have been born two children: Alice, and an infant son. In his political relations, Mr. Smith is a stanch Republican, and in 1892 was a member of the City Council. Socially, he affiliates with the Knights of Pythias.

LN. FORAKER, proprietor of the Vancouver Livery Stables, was born in Lawrence county, Missouri, February 7, 1858, a son of Samuel and Christiana (Wright) Foraker, natives of Ohio. Our subject, the fifth in a family of eight children, removed with his parents to Ohio when quite young, afterward to southern Illinois, and two years later returned to Missouri, where he was reared to farm life. In 1883 he came to Washington, and was joined by his parents some years later, the latter now residing two and a half miles north of Vancouver, engaged in agricultural pursuits. Mr. Foraker embarked in the livery business in this city in 1888, and his stables are now located on the corner of Fifth and B streets, where fashionable turnouts and livery roadsters are always to be had at reasonable rates. He is also prominently identified with the Vancouver Driving Park Association, and is a thorough horseman.

HON. STANLEY HALLETT, one of the leading citizens of Medical Lake, Washington, was born in England, in 1851, a son of Jesse Hallett, also a native of that country. Mr. Hallett was educated at Peckham College, near London, where he took a classical course, passed a very high examination, and received the silver medal as a reward of merit. He came to America in 1872, locating in California, where he was engaged in merchandising and other business five years. In 1877 he came to Medical Lake, Washington, where he was among the pioneer settlers, and through him the name of Medical Lake was given to the town which is now his home. His nearest neighbor to the west was then thirty miles distant. In addition to his other business interests, he is also largely interested in real estate, and is the

largest land-holder in the city, owning about one-fourth of the town site. He has graded four miles of street in Medical Lake at his own expense. He was the first Mayor of this city, and has been four times City Treasurer. He also served as County Commissioner two years, and as State Commissioner of the Insane Asylum for one term, D. M. Drumheller and B. B. Glascock completing the board, and under these gentlemen the institution was first erected.

Mr. Hallett was married, in 1882, to Miss Margaret Onion, a native of England. She died in 1888, and during the following year Mr. Hallett married Miss Emily Onion, a sister of his former wife. By the latter marriage there is one child: Margaret.

Mr. Hallett is building what will be one of the finest residences in Medical Lake, at a cost of \$15,000, which will have all the modern improvements. He is one of the most public-spirited citizens in the State. Socially, he is a member of the Lodge No. 70, I. O. O. F., of which he is Past Grand Representative. In religion, both he and his wife are members of the Congregational Church.

SAUNDERS BROTHERS are proprietors of the oldest established livery, feed and sale stable of Chehalis, they having been engaged in this business ten years, and their turnouts being unexcelled by any stable in the county. Alfred Saunders, the senior member of the firm, was born in Lewis county, Washington, June 20, 1858, a son of Schuyler S. and Eliza (Tynan) Saunders. The father was a native of New York, and a descendant of early New England settlers. He was a farmer by occupation, but, during the gold excitement of 1849, followed the tide of emigration to California, where he followed mining two years. In 1852 he took up a donation claim of 640 acres in Lewis county, Washington, and followed agricultural pursuits there until his death, in 1860. A part of his claim was converted into town lots, which now form a part of the city of Chehalis. The three-story brick structure, known as the Ranier Hotel, and also the Tynan Opera House are still portions of this estate.

Alfred Saunders, the subject of this sketch, attended the schools of his native county, and later entered a school at Vancouver, Clarke

county, this State. He now owns twenty acres of his father's claim, adjoining the city, eight acres of which is devoted to the culture of hops. He has been engaged in this industry for the past three years. Mr. Saunders was married, January 7, 1891, to Miss Margaret Blake, a native of Albany, New York. They have one child: May.



JOSEPH BRADEN, one of the substantial farmers of Walla Walla county, Washington, was born in Tennessee, November 19, 1834, and his brother and partner, John Braden, was born in the same place September 25, 1836. Their father, William Braden, was a native of Kentucky, who married Mary Weaver, a native of North Carolina. In 1837 Mr. Braden emigrated to Illinois at which time Joseph and John were small boys. In that State he engaged in farming and stock-raising, although he was a fine mechanic in wood. Farming was more congenial, and, as he saw his family increasing, he decided to remove farther west in order to better his condition; hence in 1848 he went to Sullivan county, Missouri, where he was living at the time of the war.

Not many families contributed a greater quota of men to the Union army than did brave Mr. Braden as he and five of his sons shouldered their muskets and marched to the defense of the flag. On account of age he was not long retained, but lived to see the return of peace and to welcome home all of his boys safe and sound, although they had taken very active parts in the great struggle. Mr. Braden died in 1866, at the age of fifty-five years, and his wife lived until 1887, when she died at the home of her son in Washington, at the age of seventy-five years. They had reared a family of twelve children, ten of whom were boys and two were girls.

The subject of this sketch was the third and his brother was the fourth in a family once so large but which now has only five living members. In 1865 the two brothers concerned in this sketch crossed the plains with ox teams, consuming five months and nine days on the road, but they reached their destination safely, having had but one serious trouble. At Fort Hall the cattle stampeded and several days were spent in finding them. They had wan-

dered some forty miles from camp. There were 300 wagons in this train, under the command of Captain Knight, who is now living in Palouse county, about eighty-two years of age. When the train arrived in Walla Walla our subject and Captain Knight formed a partnership, bought land and started a stock ranch, which they continued for five years, at which time John Braden bought out Captain Knight, and then began the partnership of the Braden Brothers. They now own over 205 acres of valuable land two and one half miles south of Walla Walla, where they have turned their attention to grain, hay and fruit growing, having an orchard of all kinds of fruit and where they conduct a successful farming business.

Joseph Braden was commissioned by Governor Gambell of Missouri as a First Lieutenant, and this commission Mr. Braden keeps as a of those days when human life seemed very cheap. He was married in 1876, to Matilda Aldridge, who had been born in Ireland, of English parents. Her father, Captain William Aldridge, belonged to the English navy, and was a coast guard in Ireland for many years, serving in the British naval service for more than fifty years. His birth was in Suffolk, England, and he married Mary Bramley, a native of Danbury. Captain Aldridge died in England, in the house in which he was born, in 1873, at the age of seventy-eight years, his wife having died one year previously, at the age of seventy-five. Mrs. Braden came to America in 1865 and to Washington in 1873. Mr. and Mrs. Braden have had no family. The same home shelters the two brothers, as Mr. John Braden has not married. He is a member of the G. A. R. post at Walla Walla; and Joseph is a Prohibitionist, and John is a Republican.



HOLLAS EDWARDS, a native of the State of Oregon, was born in Polk county, April 26, 1855. His father, Samuel Edwards, was a native of Kentucky, where he married Rebecca A. Wilson, who was a native of Illinois. Samuel Edwards went to Illinois when he was a young man, and after marrying, started for Oregon in 1851. The long trip across the plains was made by ox team, and his settlement in Polk county, Oregon, followed. There the family lived until 1873, when he sold

out and removed to Walla Walla county, Washington, where he settled on a farm three and one half miles south of Walla Walla, where he died in 1890, at the age of sixty-four. His wife died in 1855, leaving a family of three children, of whom Hollas was the youngest. The father married a second time in 1873, his wife being Mrs. De Haven, and four children resulted from that marriage. Mrs. Edwards is now residing with our subject.

Our subject came to Washington with his parents in 1873; and at the age of twenty-one he took the management of his own affairs, working for wages until he had accumulated enough to buy a piece of land at the foot-hills. After buying and selling several pieces of city property in Walla Walla and running a transfer wagon, he removed to Oregon a year later, bought a tract there and then returned to Walla Walla. At this place he purchased his present farm, which he has been successfully developing ever since.

Mr. Edwards was married April 30, 1876, to Miss Alice De Haven, also a native of Oregon. Five children have been born to our subject and wife, but two of them have been removed by accidental death. Clifford, at the age of eight years was killed by being thrown from a pony; and Guy was killed by being smothered under a sand-bank. The others, Miles H., Leroy and Burtie are bright children. Politically Mr. Edwards is a Republican and cast his first vote for President Hayes.

In October, 1893, Mr. Edwards removed to a place near Bellevue, Oregon, where he is now residing.



J W. HARBERT, a pioneer of Washington and a successful farmer of Walla Walla county, was born in Montgomery county, Indiana, September 25, 1835. His father, Richard J. Harbert, was a native of Maryland and married Miss Mary Zemmault a native of Kentucky, although of German parentage. After marriage, Mr. and Mrs. Harbert emigrated to Dubuque, Iowa, having been married in Indiana. This move was made in 1884, and there they lived for some time, Mr. Harbert following the trade of carpenter. At the breaking out of the rebellion, Mr. Harbert, although then an old man, enlisted in the service and went to do battle for his country. He was

one of Iowa's "Graybeards" who went to war, and at his death he was the oldest soldier in the State.

After the war, Mr. Harbert came to Washington, but in 1873 returned to Iowa. In 1889 he again located in Washington and died soon after his arrival here, at the age of over eighty-two years. In October, 1889, Mrs. Harbert passed away, aged about seventy-six. They had a family of five children, four of whom are yet living.

Our subject received a common-school education at the public schools of Mount Vernon, Iowa, but as he grew older and recognized the possibilities of the West he grew anxious to go thither. In 1859 he was able to make an arrangement with a man who desired a driver for an ox team across the plains and thus reached Washington Territory in a little over four months from the time of starting. He was glad to have reached the country of his hopes although he had not a dollar in money. Soon he obtained employment on a farm at wages, working for Mr. Russell for three years. By that time he had saved enough money to buy for himself a team of oxen, and then entered into the freighting business from different points to the mining camps in the mountains. He followed this until 1866, when he sold out his freight outfit and bought a claim of 160 acres, upon which he now lives. He improved that land and to-day has one of the most desirable homes in Walla Walla county, four miles northeast of the city of that name. It lies along Mill creek, and here he has a nice two-story residence, surrounded by a well kept blue-grass lawn; dotted over with beautiful roses. Not only is our subject duly proud of his home, but he has a fine tract of 1,400 acres of rich and fertile land which he has purchased and added to his homestead. His house stands in the center. Mr. Harbert is a very successful farmer and has 1,100 acres of land under cultivation, where he raises besides great crops of grain, some very fine stock, including short-horn cattle and some good horses.

Our subject was married July 13, 1866, to Miss Emma Evans, a native of Ohio who came to Washington in 1861. They crossed the plains with ox teams. After eleven years of happy married life, Mrs. Harbert died January 5, 1878, leaving a family of six children: Frank, Ida, Alvin, Floy, Homer and Liberty. April 8, 1884, our subject married Mrs. Lizzie De Groff,

widow of John De Groff and a native of Iowa. She had two children: Nellie and Grace De Groff, at home with their parents. Mr. and Mrs. Harbert have had two children born to them: Clifford and Hazel.

Our subject has been very successful in life, has worked assiduously and has earned his rest. Politically he is a Republican and intelligently upholds the principles of that party.



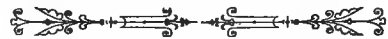
CHARLES E. BURROWS, a pioneer of the coast and a prominent business man of Walla Walla county, Washington, was born in Troy, New York, January 12, 1828. He was the oldest in a family of ten children born to Dr. Charles Eldridge and Sarah A. (Gager) Burrows, natives of Connecticut and New York, respectively, of German ancestry. Dr. Burrows died while a young man, only reaching his forty-fourth year, but Mrs. Burrows lived until 1884, dying at the age of eighty years. Six of their ten children are yet living, and the greater number of them reside in California.

Our subject lived in the State of New York until he was twenty-four years old. He had received instruction in the common schools. In 1851 he started for the Pacific coast by way of the Isthmus and landed in San Francisco in May, 1852. After landing he was soon employed, his first work being assistance in the building of the bridge over Sutter's slough. Following this he opened a hotel in Sacramento, resigning that business to become bookkeeper, but later he became interested in the gas business and up to the present time has successfully been so employed with but slight intermissions. He thoroughly understands this business and has been called upon to put in plants in California, Oregon and Washington. In 1870 he put in the plant at Salem, Oregon, and in 1875 he went to Carson City, Nevada, and straightened out the gas business there. There he was employed fifteen months and then took charge of a bank for his brother-in-law, which position he held for six years. In 1882 he moved to Portland, Oregon, where he remained for three years, and in 1885 he came to Walla Walla, Washington, where he has since lived.

Since coming to Washington he has been employed in the gas business. In 1881 the Walla

Walla Gas Company was organized by Mr. A. Pierce and C. M. Patterson, with a capital stock of \$50,000, but in 1885 Mr. Burrows organized a new company, calling it the Walla Walla Gas and Electric Company, with a capital stock of \$100,000. He purchased the old plant and put in the electric-light works. The company are putting in two large Pelton wheels on Mill creek, five miles east of the city. This provision will give them 275-horse power for the operation of the plant, and the company are enlarging their electric works at heavy cost. They have laid 5,500 feet of forty-eight inch pipe, and when completed Walla Walla will have the best system of electric lights in the west. Mr. Burrows may have the credit of all of the improvements in that line of the city of Walla Walla. He has been manager and secretary of the company ever since its organization.

Our subject was married in 1861 to Miss Frances S. Wadsworth, a native of Ohio and a descendant of Joseph Wadsworth of Charter Oak fame. Mr. and Mrs. Burrows have a family of four children, as follows: Mary E., Ella F., Charles E., Jr., and Albert J. All of those are at home with their parents. For forty years our subject has been an Odd Fellow, is a member of the California Grand Lodge and has filled all of the subordinate positions. Politically, he is a member of the Republican party and intelligently views all public questions.



THOMAS PAUL, a pioneer and honored citizen of Walla Walla county, Washington, was born in Monroe county, West Virginia, December 19, 1828. His father,

Joseph Paul, was a native of the same State, and married Miss Mary Cummins, also a Virginian. In 1830 they removed to Indiana, settling in Henry county, where they lived until 1845, when they moved to Iowa and settled in Wapello county, living there and in Mahaska county until 1862. Being a frontiersman by nature, he then decided to try a new country, and with ox teams crossed the plains to Washington, consuming five months on the way, and barely escaping from the Indians on several occasions. Their train lost some of their men, as they strayed too far. Almost all of the time there were fifty wagons in the train, and the Indians were afraid to make any attack on so large a company.

After their arrival in Washington, Mr. Paul settled on Dry creek, in Walla Walla county, and here he died in the spring of 1885, at the age of seventy-nine years, his wife surviving him until 1887, when she died at the age of eighty-one years. They reared a family of seven children, and our subject was the third child of the family, only three of whom are yet surviving.

Our subject had always lived near his father's home, and when the latter began to plan for the far-off trip he decided to accompany him, did so, and settled in the same locality. During the long trip overland the wife of Mr. Paul died. Her sickness was of short duration, and her body had to be left buried alone on the great plain. After reaching Washington, our subject bought a right to 160 acres, proved up the land, and ever since has continued here, where he now has 430 acres of fine land in the Dry creek bottoms of Walla Walla valley. Here he has made many improvements; has erected a nice residence, barn and all of the out-buildings necessary for the proper conducting of a first-class farm, and here he secures great yields of grain and hay and also some fine stock.

Owing to the pioneer settlements made by his father, he never had much chance for an education, and has been obliged to get along with what was imparted to him in the little log schoolhouse of Indiana. He was first married, in 1849, to Miss Elizabeth Mortimore, a native of Indiana, and she died on the plains in 1862. She left five children, as follows: Louisa J., now the wife of T. W. Estes, in Oregon; Melvina, the wife of R. W. Doke; Isaac E., at home with his father; Harriet E., the wife of J. L. Reed, residing at Port Angeles, Washington; Martha A., who married George W. Stowell, but is now deceased, as is also Lucinda, who was the wife of James H. Story, of southern Oregon.

Mr. Paul was married, in 1863, to Mrs. Susan Zaring, the widow of Eli Zaring. Her maiden name was Susan Ellis, and she was a native of Virginia, who moved to Iowa in 1851, and came to Washington in 1862. She had one daughter by her first marriage, Sarah, who became the wife of Joshua A. Howard, now of Milton, Oregon. Mr. and Mrs. Paul have four children: William D., at home; Emma F., living with her uncle at Olympia; Eva L.; and Ida S., wife of Prof. E. H. Thompson, now

lives at Kendricks, Idaho. Eva L. is teaching school in the county. Another member of the family is a little granddaughter, Dora Paul, a daughter of Isaac.

Our subject has had many troubles, and it required much management to secure a start in a new country with a large family, but he has succeeded, and may be proud of his family of boys and girls. For the last thirty years he has been a local preacher and officiates when he is called upon, believing this to be his duty.

The first presidential vote of our subject was cast for James Buchanan, but at the opening of the Rebellion he changed his views and has since that time been a straight-out Republican. He has never devoted much time to politics, merely voting to assist in the election of the men who will do the best work for the country.



JOSEPH McEVOY, one of the oldest settlers of Walla Walla county, Washington, and an old soldier of the Indian wars of the coast, is our subject. He was born in Ireland, in May, 1832, and was the oldest son of a family of five children born to Patrick and Bridget McEvoy. Our subject lived in Ireland until he was eighteen years of age, securing such educational advantages as were afforded by the common schools of that country. He was, however, too ambitious to be satisfied there, and sailed for America, landing in New York, July 11, 1850. After one year in New York our subject enlisted in the United States army, the date being December 24, 1851, and he was placed in the mounted rifles, and was later transferred to the First Dragoons. He was then sent to Fort Lane, Oregon, where he soon was called upon to participate in the Indian wars. He served through 1855-'56, during which time he had been in many battles and skirmishes with the savages. Two of the battles were known to history as Hungry Hill and Evans Creek.

During his frontier service he was engaged all along the coast, was marched from Fort Lane to Vancouver, then to The Dalles, where they spent one winter, and then into Washington, camping at Walla Walla, where an attempt was made to treat with the Indians, but although Governor Stevens remained all one winter in camp trying to accomplish a treaty nothing

could be done, and when he started for home he was surrounded by Indians on Russell creek, and would have undoubtedly massacred if the troops had not arrived in time to rescue him.

After Mr. McEvoy's term of enlistment had expired he was discharged, and then went to work in the quartermaster's department, where he remained five years, thus making ten years of service for Uncle Sam. He then took up a claim on Garrison creek, four miles southwest of Walla Walla, where he still lives, being one of the oldest settlers in the county, having come to Walla Walla when there were no houses in the place.

Our subject was married, March 10, 1859, to Miss Eliza Bann, a native of Ireland, who came to America in 1856, and they have a family of nine children, as follows: Patrick, now living in Portland; Charles, in Farmington; Sarah, Kate, John, George, David, Mary, and William.

For a man who arrived in this country with only a six-pence in his pocket, he has done well, having become a man of means and one who is respected the county over.



GRANT COPELAND, one of the enterprising and industrious young farmers of Walla Walla county, Washington, was born in Walla Walla county, March 31, 1866, and now resides on the old homestead where he was born and where he was reared. He attended the common schools of the district until he was grown and then completed his education at the Whitman College of Walla Walla. He is the youngest son of eight children born to Henry S. and Mary A. (Morton) Copeland, the former a native of Vermont and the latter of Illinois. They crossed the plains in 1849 to California.

Our subject was the youngest of the family and fell heir to the old home of 430 acres, 200 of which is in cultivation and the rest in pasture. Here he raises on an average about 6,000 bushels of grain every year. He handles some cattle and secures quite a handsome revenue from that source, taking great pride in his farm, which is as well regulated as any in the county. He has a good residence and a large barn, with a place for everything and with everything in its proper place.

Our subject was married May 21, 1891 to Miss Bessie Cameron, also born in Walla Walla county, a highly accomplished and charming young lady. Her descent is Scotch, she being the daughter of Hon. Alexander Cameron. Mr. and Mrs. Copeland have one little child, Gertrude Elinor, born March 1, 1882, a bright little one, the pride of the home. Our subject is a member of I. O. O. F., of Walla Walla Lodge, where he is a valued member. Politically he is a Republican and one of the most respected young citizens of the county.



JEFFERSON JENNINGS.—Brought to this State at the early age of nine years by his parents, Mr. Jennings has grown with the country and takes a deep interest in all matters relating to the welfare of his adopted State. He was born in Wapello county, Iowa, September 17, 1856, son of Pascal and M. J. (White) Jennings, natives respectively of Ohio and Kentucky, who settled in Iowa, where they remained until the spring of 1865, when they crossed the plains with an ox team, their destination being Washington Territory. After a journey of six months they landed in Walla Walla county and settled on a farm near the town of that name, remaining several years. They then removed to Whitman county, where they yet reside. Of the ten children born to Mr. and Mrs. Jennings, Sr., our subject is the second, and six of the family are yet living.

Jefferson Jennings received his education in the common schools of Walla Walla county, later finishing his course of instruction at the Whitman College, of Walla Walla. At the early age of nineteen he was married, in 1875, to Miss Sarah E. Corkrum, but after nine years of happy married life his wife died, in 1884, leaving him with three little ones: Ollie, Mary, and Rosa F. In 1887 he was again married, his second wife being Mrs. Clara Buchner, a native of Washington, and one child, Hansel H., is the fruit of this union.

After his first marriage Mr. Jennings began life for himself on a farm, but in 1885 he sold that property, removed to Walla Walla and engaged in the grocery business on Main street, between First and Second streets, where he has succeeded in building up a fine trade by his close attention to business and pleasant and obliging

manners. He carries a fine stock of groceries and does a business of from \$32,000 to \$40,000 per year. It is his endeavor to furnish his patrons with the best the market affords, at the lowest possible prices. In addition to his business he owns his comfortable residence, in Walla Walla, where he and his estimable wife dispense hospitality to their many friends. Socially, he is connected with the I. O. O. F., in which order he has held all the offices in the subordinate lodge, being now Chief Patriarch of Walla Walla Encampment. He is also a member of the Woodmen of the World, which is a benevolent order, in which he carries an insurance policy for the benefit of his family in case of his death. In political matters he is a strong Republican, holding to the faith of that party upon any and all occasions. He was before the County Convention for the nomination for Sheriff and received a warm support, but was defeated by a few votes. For so young a man Mr. Jennings has accumulated considerable property, and all things point to his becoming one of the moneyed men of Walla Walla. In all his business relations he pursues a line of strict integrity and has won, by his honest mode of action, the respect and esteem of all who have dealings with him.



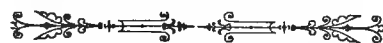
HON. ALEXANDER CAMERON, one of the most respected among the pioneers of Walla Walla county, Washington, is the subject of the present sketch. He was born in Rossshire, Scotland, May 15, 1837, and lived with his parents until he was eighteen years of age, receiving a common-school education. His father, John Cameron, was a shepherd in his native country, there married Bessie McClennan, and died in 1839. His wife lived until 1882, when she died in Illinois, where she had been abiding with her children, having reached the age of about 100 years. Ten children were born to these parents and our subject was the youngest of the family.

In 1854 Mr. Cameron crossed the sea with his family, stopping first in Canada, but that country did not suit him; therefore he went to Chicago, where he remained about six months. He went from there to Henry county, Illinois, and commenced to farm, remaining in that and in Bureau counties for four years. In 1862 he went to Iowa and worked one year in the coal

mines, and then made up his mind to go to the coast country. In 1863 he crossed the plains with ox teams. A company of Scotchmen was organized with thirteen wagons, and it was named the Scotch train. Mr. Cameron had no team of his own, but came with his father-in-law and assisted in driving his teams. They came to Walla Walla county and took up a homestead three miles south of town where he now lives, but has added to his farm until he has 270 acres of valuable land, which would command a high price, being so near the city. He is farming his land and raises on an average 3,000 bushels of grain a year.

Our subject was married in 1863, before leaving Iowa, in Council Bluffs, to Miss Janette McRae, a young Scotch lady of education and refinement. She was the daughter of Alexander and Jane (Bain) McRae, all of them natives of Scotland. Both of the parents of Mrs. Cameron died in this State,—the mother in 1852, at the age of seventy-seven, and the father in 1889, at the age of eighty-four.

Mr. and Mrs. Cameron have had nine children, as follows: John A., now Assistant Warden of the Washington Penitentiary; Jane died in 1879, at the age of thirteen years; Donald; Bessie, the wife of Grant Copeland; Bell, the wife of Mordo McDonald, of Union county, Oregon; Maggie; Jessie; George; and Hattie. When Mr. Cameron arrived in Washington he had twenty-five cents in money, and from that he had to build up his fortune. He now has a good farm and comfortable situation. He has never sought any political favors, but in August, 1892, the Republicans of the district decided that he was a suitable man to send to the Legislature and he was elected, even in a Democratic district. Our subject is prominently connected with the I. O. O. F. and the A. O. U. W.



PATRICK LYONS, one of Walla Walla's leading farmers and early pioneers, was born in Ireland on the first day of January, 1835. He is the second of eight children born to Michael and Bridget (Burke) Lyons, natives of Ireland. The father died in 1882, aged seventy years, his wife surviving him until 1885, when she died, aged seventy years. Until he attained his majority our subject remained in his native land, but at that

time he emigrated to Australia, to endeavor to obtain a fortune in the mining regions of that country, leaving his birthplace in 1856. During the eleven years that he remained in Australia he made some money, but misfortune finally overtook him, causing him to lose all he had accumulated, and he returned to Ireland, richer in experience, but not in pocket. After three years spent in Ireland he decided to try his fortune again, selecting America this time as his field of operation. Therefore, in 1869, he embarked for the new country, landing in New York city. Here he secured passage for San Francisco, via the Isthmus. He only remained in California a few days, as he had decided to settle in Washington Territory. In the spring of 1870 he located in Walla Walla county, and at once took up a claim of 160 acres of land within eight miles of Walla Walla, on Mill creek, where he now has a farm of 2,000 acres of as fine land as can be found in the county, about 1,700 acres of which is in a fine state of cultivation. On this land he has a good residence and large barn, situated on the banks of the pretty little stream that flows through his property. A good orchard and all the necessary outbuildings are also found here, while everything is in a most excellent condition. When he purchased his present farm he paid \$30 per acre for it; now it is worth \$60 per acre. Besides his farming interests he owns in Walla Walla, on Dr. Newell street, a fine residence, for which he paid \$5,000. Here he resides during the winter in order to obtain educational advantages for his children. All of his large farm is under his personal supervision, and he raises an average of 25,000 bushels of grain annually, and also raises all the stock necessary to carry on so large a farm. It is very convenient for him to dispose of his grain, as the narrow-gauge road passes very near his place; and as its purpose is to transport the grain of his neighborhood to the large cities, Mr. Lyons is spared the trouble of hauling it himself.

Mr. Lyons was married in 1866, to Miss Frances Fahaly, a native of Ireland, with whom he became acquainted in Australia, and there married. Since their marriage Mr. Lyons has always found her a willing and efficient helpmate for him in the accumulation of the large fortune he now possesses. Eleven children have blessed their union, namely: Anna; Dalie, wife of J. P. Kent; John, Mary, Thomas, Frances,

Katie, Terasa, Joseph, Ned, and Grace,—all at home except the married daughter, who is living in Walla Walla. Mr. Lyons has been very successful in his business ventures, although when he landed in California his cash capital was represented by about \$1,000. Now he counts his wealth by the thousands.



JOHN TRACY, one of the prominent and enterprising pioneers of the coast country, is a native of Ireland, having been born there April 9, 1825, son of Lawrence and Katie (Linch) Tracy. The father was a farmer by occupation, and died in 1848. His wife survived him until 1886, when her death occurred. Of the eight children born to these parents, our subject was the second child and only son of the family. He received a common-school education in his native land, but in 1849 left Ireland and came to America, first locating in Philadelphia. He engaged in the coal mines of Pennsylvania for some months, when he engaged with the Pennsylvania Central Railroad. Liking railroad work, he later removed to Moreland, and was employed by the Baltimore & Ohio Railroad.

In the month of July, 1855, our subject enlisted in the Ninth Regiment, United States Army, and started for Fort Vancouver, where he arrived the following year, just in time to assist in subduing the hostile Indians in all of the battles which took place in that and the following year in that section of country. After a faithful service he received an honorable discharge at Walla Walla, Washington. So pleased was he with the country that he took up 160 acres of fine land situated on Mill creek, seven miles east of the city of Walla Walla. Since locating here he has improved and added to his acreage until he is now the possessor of 800 acres of excellent land which he farms himself, raising an average of 12,000 bushels of grain per year, in addition to large numbers of cattle and horses.

All of this prosperity has not been unshared, as since October, 1866, our subject has had a most faithful wife in the person of Eliza J. (Hendricks) Tracy, a native of Tennessee, who came to Washington in 1864. Eight children have been added to the family, namely: Lawrence; John, who died in 1880; Mary, wife of

Frank Engram; Catharine; Eliza; and Ellen,—all at home except one. From a careful study of our subject, Mr. Tracy believes that the only way to secure the prosperity of the country is for the American industries to be protected, and to this end he uses his political influence and casts his vote.



PS. WITT, one of the pioneers of the coast, was born in Wayne county, Indiana, February 21, 1845. His father, C. Witt, was a native of Tennessee and married Frances Sweet, a native of Kentucky. Mr. Witt was a physician and surgeon, and practiced in Indiana for a number of years, but in 1858 he took his family to Oregon by way of the Isthmus and New York. After landing in Portland Mr. Witt moved to Benton county, near Corvallis, and lived there until the spring of 1859, and then moved to the Sound, near Seattle, where he bought a claim, giving a yoke of oxen in payment. This was the site of Renton, and on this 160 acres the first coal was discovered. He lived on this place only six months, then sold and moved to California. The trip was made with oxen, and when Mr. Witt reached that State he was not as well pleased as he had been with Oregon; therefore he retraced his steps and located in Benton county, where he remained until 1864. From there he went to Marion county, remaining two years, when he came to Walla Walla county, Washington, in 1866, and settled on Russell creek, living in this pleasant locality until the time of his death, which occurred in 1870, at which time he had attained the age of sixty-eight years. His wife survived him until February, 1892, and died at the age of seventy-three years. They had a family of eight children.

The subject of this sketch was the sixth child and is one of the four yet living. He received a common-school education. He married Miss Ellen Hall, a native of Oregon, whose parents came across the plains in 1845, and were of the party that barely escaped starvation in the noted Meek cut-off, where so many perished from starvation. The first business into which our subject entered after locating in this State was mining in the Bitter Root mountains, above Lewiston, Idaho, an occupation which he followed one year. He then engaged in the pack-

ing business from Umatilla Landing to Idaho City, and had fair success both in packing and in mining. Having saved some money, he returned home and moved his little family to Walla Walla county, Washington, and took up a homestead, where he now lives. Since that time he has been farming, and as fast as his means have accumulated he has added more land, until he now owns 300 acres, which he has under the best state of cultivation. Here he has erected a nice residence, at a cost of \$1,600, and a very large barn, in which he can shelter cattle and take care of his farm products. In fact he has here everything needed on a large and well-regulated farm. The place is considered worth \$20,000.

Mr. and Mrs. Witt have had four children, but that dread disease, diphtheria, invaded the pleasant home and three of the little lives were sacrificed, only Walter H. being left. Our subject has been a hard-working man and has accumulated a competence which places him in comfortable circumstances, but it has all been acquired by good management and honest, hard work. Politically, he is a Republican, and is considered one of the best citizens of the county.



BREWSTER FERREL, a pioneer of the coast and one of the most respected farmers of Walla Walla county, Washington, was born in Trumbull county, Ohio, August 22, 1838. His father was Edward Ferrel, a native of Pennsylvania, who married Miss Rosela Fish, a native of Ohio. He removed to Iowa in 1854 and there engaged in farming, dying in 1864, at the age of sixty-four years. Mrs. Ferrel died in 1881, at the age of seventy-five years. They had a family of ten children, of whom our subject was the third child. Nine of the family are yet living.

Our subject received a common-school education in Ohio and in Iowa, in which latter State he lived for ten years, engaged in working on a farm. In 1864 he came to Washington, crossing the plains with a mule team and making the trip in four months. He bought eighty acres of land where he now lives, but not having means he was obliged to move slowly before he could really get a start. By close economy, good management and industry, he was able to pay for his eighty acres, and now owns a farm of

1,600 acres, upon which he has a good farm house and barn with all necessary improvements. He now farms 1,000 acres, from which he gets from 12,000 to 20,000 bushels of grain every year, and he handles some horses and cattle in connection with his farming.

Our subject has been a very successful man since he made his home in Washington, but what he has accomplished has been the result of his own industry and good business management. He is much respected in the community.

Our subject was married in Iowa, in 1861, to Miss Caroline Batt, a native of Ohio. She has taken a great pride in assisting her husband in "getting on in the world" and cheerfully accompanied him across the plains. They have had a family of seven children, as follows: Thomas J.; Ellen, the wife of Walter Barnett, now living in the Palouse country; Seth; David; Joseph; Cordelia, the wife of Charles Maxson; and Minnie. All the children are at home except the two married daughters.



DR. CHARLES S. PENFIELD, a prominent physician of Spokane, is a son of Dr. E. P. and Louisa (Smith) Penfield, and was born in Huron county, Ohio, in 1857, the oldest in a family of three children. His parents were both natives of Ohio, both his paternal and maternal grandfathers having emigrated from New York to Ohio at an early day, and settled in Huron county. The elder Dr. Penfield was educated at Norwalk, studied medicine at Cleveland, and in 1857 began practice at Newark. A few years later he located at Bucyrus, where he remained until 1890, and that year joined his son at Spokane, and has since resided here. For years he has been a member of various medical societies in Ohio, and at one time was offered a professorship at his alma mater at Cleveland; he, however, declined, pressing duties at home requiring his attention.

The subject of our sketch received his literary education, and graduated at Oberlin, Ohio. After studying medicine under his father's instructions for a time, he entered Hahnemann Medical College, Chicago, in 1878, and graduated in February, 1880. He at once began practice in the hospital in that city. He was house surgeon in the hospital one year, was

associated with Professor Hawks one year, and for a year and a half practiced alone. He then spent a year in Kansas City, returned to Chicago for a short time, and from there went to Montana, where he remained seven months recruiting his health. In the spring of 1883 he located permanently in Spokane, this city then being a town of only about 1,000 inhabitants; and here he has since been engaged in the active practice of his profession. He is now president of the Spokane Homeopathic Medical Society, is a member of the State Association, and is now serving his second term as a member of the State Board of Medical Examiners. The Doctor makes a specialty of surgical cases, at the same time doing a general practice. He has been very successful in the treatment of pulmonary diseases.

Dr. Penfield was married in December, 1880, to Miss Jennie J. Jefferson, a native of Wisconsin and a daughter of A. E. Jefferson. Her father was born in New York, and was one of the pioneers of Wisconsin. They have three children: Herbert, Ruth and Wilder. He and his wife are members of the Presbyterian Church. Socially, he is a member of the A. O. U. W.; politically, a Republican. He has served as County Coroner four years.



JOSIAH S. BROWN, of Spokane, Washington, was born in the parish of Sunbury, in the British province of New Brunswick, and from the age of nine years was reared in Linneus, Aroostook county, Maine.

July 2, 1861, Mr. Brown enlisted as a private in the first company organized in Aroostook county—Company A, Seventh Maine Volunteers. At the expiration of his term of enlistment he was honorably discharged, July 12, 1863. He then re-enlisted for three years, in the "Veterans," and after being mustered out joined the Engineer Battalion of the United States Army, and came to the Pacific coast. He participated in the Modoc war in Idaho, and for gallantry in action, January 17, 1873, was specially mentioned in dispatches.

Mr. Brown has been in Washington most of the time since 1873. He came to Spokane in December, 1882, and has since been identified with the interests of this growing city. He was elected Assessor of Spokane in 1890, on the

Republican ticket, and served one term of two years. He is a prominent member of Reno Post, No. 47, G. A. R., and is now serving as Department Commander, this department comprising both Washington and Alaska.



WNORTON DAVIS, a prominent physician of Spokane, was born in Ontario, Canada, in 1861, a son of A. J. and Louisa A. (Norton) Davis, natives respectively of Canada and New York. They still reside in Canada, and the father is a farmer by occupation.

W. N. Davis, the third in a family of four children, was educated in the high school of his native place. He afterward began the study of medicine at Ann Arbor, Michigan, where he attended two courses, passed the examination, but, on account of not having reached his twenty-first year, could not secure a diploma. In 1881 he graduated at a homeopathic college in Chicago, after which he practiced medicine in Beloit, Wisconsin, eighteen months. Mr. Davis next went to Canada to complete his studies, and in 1884 graduated at the College of Physicians and Surgeons, at Toronto. He then practiced in Los Angeles, California, five years; thence removed to Seattle, where he was burned out; and in 1889 came to Spokane. A few weeks after locating here he suffered the loss of nearly his entire possessions in the great fire. Mr. Davis has a large and lucrative practice, which is still rapidly increasing, and he is making a specialty of chronic diseases. He does an exclusively office practice.



DR. PETER J. GERLACH, a practicing physician of Spokane, Washington, dates his birth in the year 1858, at Kingston, New York. He was the third born in a family of four children, his parents being Philip and Lucinda Gerlach. Both parents died when the Doctor was small. He received his education at Schenectady, New York; at Rutgers College, New Brunswick, New Jersey; and at Oberlin, Ohio, after which he began the study of medicine at Cincinnati, Ohio, and graduated there in 1886. Immediately after his graduation he

began the practice of his profession in that city. The following year he came West and located in Spokane, and here he has since conducted a successful practice. In the great fire that swept Spokane he was burned out, and he has been burned out once since then. Notwithstanding these losses, he has made some successful investments and owns considerable property. He is the proprietor of two ranches and a number of city lots.

Dr. Gerlach is a member of both the State and County Medical Societies, has held office in both, and takes an active interest in association work. He is a member of the Methodist Church, and of the orders of Knight of Pythias and I. O. O. F. He was made a Knight of Pythias in Cincinnati in 1886, is now a member of Falls City Lodge, No. 40, and is Past Chancellor, and one of the trustees of the same. He joined the Odd Fellows that same year, Ohio Lodge, No. 1.



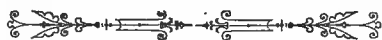
JOHN SANDERS, one of the pioneers of the great State of Washington, was born in Monroe county, Indiana, August 26, 1832. There he was reared and educated, attending the common school of the county, and remaining until he was twenty-four years of age. His father, Joseph Sanders, was a native of Kentucky, and married Sarah Frits, a young lady from Virginia. Mr. Sanders went to Indiana when a young man, before that territory had been admitted to Statehood, living there until 1858, when he removed to Arkansas, and there remained until 1862, when he crossed the plains to Washington Territory, and died in 1890, at the age of seventy-seven years. Mrs. Sanders died in 1876, soon after reaching their new home in the West, aged sixty-three years. They had nine children, and John was the oldest of the family.

Our subject was reared on a farm and lived at home with his parents until he was twenty-three years old, at which time (1855) he married Miss Rebecca Meredith, who was a native of Ohio. After marriage they removed to Arkansas, and in 1862 removed with the elder Mr. Sanders to Washington. They had much trouble with the Indians on the journey across the plains. Although there was a large train, one of the party was killed, and about half of

the stock was run off. Our subject arrived in Washington just in time to take a hand in the Indian wars of 1865-'66. Taking up a claim of 160 acres on Dry creek, in Walla Walla county, he lived here improving his farm until 1888, when he sold the place and bought 320 acres of fine land, four and one-half miles nearly east of Walla Walla. This land has increased in value until now it is worth \$20,000.

Our subject and wife have had a family of seven children: Joseph H., living in Lincoln county; Sarah J., wife of R. G. Clancy, living in Dixie; Anna, wife of Joseph Vanscock, near Dixie; Lydia U., wife of James Aylward, in Umatilla county, Oregon; James S., in Lincoln county; Jerome and Frances M.

When Mr. Sanders arrived in Washington, he had nothing but a team and was \$50 in debt. He has worked unceasingly and now has an abundance to live upon the rest of his days. He has been a prominent man in the county, filling several important positions, one of them being that of County Commissioner. Politically, he is a Democrat, taking an active interest in the public affairs of the community.



JOHAN J. ROHN, one of the thrifty farmers and pioneers of the State of Washington, was born in Germany, November 22, 1835. He is the second youngest in the family of five children born to Nicholas and Caterina Rohn, the maiden name of the mother having been Caterina Zipf. Both of the parents died when he was but ten years old, leaving him to make his own way in the world. He found a home with his uncle, going to school until he was fourteen years of age and then working until he was seventeen years old, at which time he concluded to try to get to America, knowing that in this country there was a much better chance for a poor young man to carve his way to fame and fortune. On the day that he was seventeen years of age he set sail for New York, and upon arrival in that city worked at his trade of wood-gilder for two years. At that time he proceeded to Baltimore, Maryland, remaining there ten months. About this time, in 1855, he enlisted in Troop C, of First Dragoons of United States Army, and proceeded to California. Soon after his arrival in that State, he was sent to fight the Indians, and during his five years of army ser-

vice he was engaged in that kind of warfare almost entirely, being in all the engagements from 1855 to 1860, in California, Oregon and Washington. After his honorable discharge at Vancouver, in 1860, he proceeded to Walla Walla, where he took a claim of 120 acres on Mill creek. He invested in cattle the \$500 he had saved out of his salary while in the army. On this land he engaged in cattle-raising, but not having had experience in that line met with some heavy losses in the cold winters, it being very difficult to protect the stock from the severe weather. Not allowing his misfortune to discourage him, he proceeded further down the creek, where he purchased 160 acres of nice, rolling land, and built a comfortable home where he has since resided. He now has 407 acres of land, 200 acres of which are devoted to raising grain, the yield being about 3,500 bushels per year. Having learned by experience the best methods of handling stock, he now keeps a herd of about 100 cattle and horses. Although a very poor boy when he landed in America, Mr. Rohn is now one of the wealthy residents of Walla Walla county, having made all his money since his discharge from the army. After six years of happy married life he had the misfortune to lose his beloved wife, since which time he has endeavored to be both father and mother to the four little ones she left behind her. So devoted to her memory was he that he has never chosen anyone else to fill her place. The maiden name of this most estimable woman was Sarah E. Sanders, a native of Indiana, who married our subject in 1866. Six years later she was taken away by death. The four children are as follows: Katie, wife of Thomas Bryant, living at Pullman; Malinda, wife of Harry Gilbertson, of Lincoln county; Fred, now in California; and Sarah J., who died August 24, 1874. Mr. Rohn is a member of the Indian Veterans Association, and politically is a Democrat. Few men enjoy the esteem and respect of their fellow men to a greater degree than our subject, who has won his way in the world unaided and alone.



THOMAS J. HUMES, Superior Judge of King county, Washington, was born on the Wabash river in Clinton county, Indiana, February 14, 1849.

His father, James Humes, a native of Pike county, Ohio, removed to Indiana when eight-

een years of age, and there engaged in farming. He married Miss Sarah Start, of Ohio. In 1853 they removed to Keokuk county, Iowa, where Mr. Humes has since followed an agricultural life. The Humes family are of Scotch-Irish descent, their ancestors having emigrated to the United States prior to the Revolutionary war. Swearing allegiance to the colonies, they took part in that war, and their descendants participated in the war of 1812.

Thomas J. was educated in the common schools of Keokuk county and the public schools of Chicago. At the age of seventeen he began teaching school in Keokuk county, and so was enabled to secure the higher branches of education. He then engaged in the study of law in the office of George D. Wooden, at Sigourney, the county seat of Keokuk county, and was admitted to the bar in February, 1870. He entered upon the practice of his profession in Washington, Washington county, Kansas, the same year, and was elected Prosecuting Attorney for the county, holding the office for two years. In 1873 he made the trip to this coast, visiting Nevada, Oregon and California, and returning to Washington, Kansas, in 1874. He resumed the practice of law at Washington, and represented the county in the State Legislature in 1877 and 1879, being twice elected by the Republican party. From 1880 to 1882 he was Assistant United States Attorney, with headquarters at Topeka, resigning that position in 1882 to come to Seattle and identify himself with this rising young city. Here he immediately opened an office and entered upon his profession, which he continued alone up to 1888. Then he entered into partnership with William R. Andrews, under the firm name of Humes & Andrews, which copartnership continued up to 1890, when the legal business of Seattle had assumed such proportions that additional judges of the Superior Court were required, and Judge Humes was appointed by Governor Ferry to his present position. He was elected to the office in November following, and was re-nominated for the same position in the fall of 1892, for a period of four years. The members of the last Territorial Legislature were elected upon the woman-suffrage issue. Judge Humes was the anti-suffrage candidate of the Republican party, and was elected by about 500 majority.

Upon his return to Washington, Kansas, in 1874, the subject of our sketch was married to Alma Roberts. They have had eight children,

five of whom survive: Start, Thomas J., Jr., Samuel J., Nathan R. and Edmund.

The Judge has traded somewhat in real estate, but the practice of his profession has been the chief object of his life, and to it he has devoted his energy and ability. Being of active mind and quick perception, as an attorney his efforts have been crowned with success, and as a judge his rulings are impartial and strictly in accordance with law and the facts in the case.



GEORGE W. HALL, one of Seattle's well-known citizens, was born in Jackson county, Virginia, December 30, 1840. His father, William Hall, was a native of Ohio, a son of one of the earliest settlers of Marietta, and by trade a furniture manufacturer. He was married in Virginia, to Miss Mary A. Cohen, and shortly after the birth of our subject removed to Lawrence county, Ohio, then a new and sparsely settled community. There George W. passed his boyhood in attending the public school, and at the age of sixteen entered upon an apprenticeship to the trade of pattern-maker, serving a period of three years. He then removed with his parents to Ashland, Kentucky, and after a short season of work in his father's manufactory he struck out in life with a view of seeing the country and ultimately finding a place of settlement. After visiting Cincinnati and New Orleans, he started westward through New Mexico to Virginia City, Montana, where he began prospecting and mining, and spent six years in the different mining districts of the Territory, with an average degree of success.

In 1869 Mr. Hall pushed west to Puget Sound, and, after looking over the country, decided to locate at Seattle, then a small hamlet of about 500 inhabitants. He at once identified himself with the city, and became an active factor in its development. He formed a copartnership with D. R. Lord in building and contracting, which was continued up to 1874, when Mr. Hall withdrew, and, in partnership with R. C. Graves, engaged in furniture manufacturing, being the pioneer in this branch of business in Seattle. Later on, with Paul Paulson, he formed the Hall and Paulson Furniture Company. A stock company was subsequently incorporated, and, with a mill at the foot of Com-

mercial street and another at the head of the bay, they conducted an extensive lumber and milling business, which, during the latter years, averaged \$100,000 annually. In 1888 Mr. Hall sold his interest, and since devoted his time to the management and improvement of his real estate.

Mr. Hall has always been an ardent Republican, without seeking the emoluments of public office. The positions he has filled have been in the direct line of duty, as they appeal to every good citizen who has at heart the welfare of his city. For five terms he has served as a member of the City Council, and for one term as Mayor. During the reorganization of the city, after the destructive fire of June, 1889, the Council was confronted with many perplexing difficulties, and during that period of onerous service Mr. Hall was a warm advocate of every measure to advance the city's welfare and unflinchingly on the side of the most progressive ideas in the management of city affairs. He is a member of the I. O. O. F., and for nine years has served as Grand Treasurer.

He was married in Seattle, in 1872, to Miss Mary V., daughter of William N. Bell, one of pioneers and founders of Seattle, and the proprietor of Belltown, which was located on his donation claim. Mr. and Mrs. Hall have four children—Edna, Ivy, Olive and Aidine.

Personally, Mr. Hall is of a modest and retiring disposition. He is a man of sterling character, and is universally recognized as one Seattle's most progressive and helpful citizens. From his earliest connection with the city's history down to its present commercial prominence he has ever been a ready contributor to its prosperity, and is honored and esteemed for his able and generous service.

DAVID BUROKER.—In the list of the early pioneers who crossed the plains in 1864, enduring all the hardships and privations incident to frontier life in any new country, occurs the name of David Buroker, the subject of this sketch. Mr. Buroker was born in the Shenandoah valley, Virginia, December 17, 1818, and although now seventy-five years of age bears his years in a wonderful manner, being as active and energetic as many who have not much more than reached the prime of life.

He attends to his extensive farming interests and gives every promise of living to be an hundred. His father, Martin Buroker, was a native of Virginia, of German parentage, while his mother, Ellen Griffith, a native of Virginia, was of Welsh descent. In 1834, some time after their marriage, Mr. and Mrs. Buroker removed to Ohio, remaining in that State until their death, the father passing away in 1854, at an advanced age, his wife having preceded him many years before. They were the parents of eighteen children, of whom our subject was the third youngest.

Our subject did not enjoy very extensive educational advantages, but made the most of the opportunities afforded by the little schools of his county, attending when unpropitious weather interfered with farm work. In 1856, Mr. Buroker removed to Missouri; remained there three years, then proceeded to Iowa, where he remained until 1864, when he crossed the plains to Washington Territory, consuming about six months in making the trip. Being pleased with the country near Walla Walla, he located there on rented land, which he farmed for one year. He then removed to the Willamette valley where he remained three years on rented land. After this he returned to Walla Walla, purchased on Mill creek 160 acres, which he afterward sold and then bought 240 acres, which he subsequently disposed of, and in this way dealt in real estate until he soon was possessed of sufficient means to permit the retaining of the 500 acres of excellent land he now owns, situated seven miles northeast of Walla Walla. He also owns 120 acres near the city itself. So large is his estate that four country roads and two railroads pass through it,—something that can be said of no other farm in the State. Of course all this has made his property exceedingly valuable.

Our subject was married in Ohio, to Miss Sarah Jenkins, a native of that State, and of this union seven children have been born, namely: Jonas, who resides on Mill creek; Mary Ann, wife of John Crawford, resides in Idaho; Louisa, wife of Jacob Kibler, resides on Mill creek; Ellen, wife of S. C. Williams, resides on Dry creek; Noah, residing on Dry creek; William H., who also resides on Dry creek; and Etta, wife of James Patterson, resides with her parents and has two bright children, Judson and Bessie.

In politics Mr. Buroker is a staunch Republican, steadfastly upholding the principles of his

party. Although a very poor man when he started to earn his own livelihood, our subject has grown to be one of the wealthiest farmers of Walla Walla county. Notwithstanding he has more than sufficient to supply all his wants and those of his wife for the remainder of their days, his active disposition will not allow him to remain inactive while there is anything to be accomplished; and to these habits are due in great part his excellent health. Throughout the entire county Mr. Buroker is esteemed and respected, and parents urge their young sons to emulate his example in fighting the world and its temptations. In spite of the many misfortunes that attended his earlier efforts Mr. Buroker never allowed himself to be discouraged, but patiently labored on, and now reaps the results of his labors.



MILTON ALDRICH, a prominent pioneer of the Pacific coast and one of the leading men of Walla Walla county, was born in Erie county, New York, September 10, 1830. His father, James Aldrich, was a native of Rhode Island, was there married to Miss Hannah Comstock, who was a native of the same State. Soon after their marriage they moved to the State of New York, and when Milton was five years of age the family removed to the State of Michigan, this being about 1835, and there the father spent the remainder of his days, dying either in Michigan or Wisconsin, when he was about eighty years of age. His wife survived him until 1891, when she died at the age of eighty. They had reared a family of nine children, and our subject was the eighth in order, but only three of that large family are still living.

Milton lived with his parents until he reached his majority, and, being a young man of progressive ideas and high ambition, he concluded to seek his fortune in the far West. One bright spring morning in April, 1852, he started for the mines of California. He had earned and saved enough to buy him an outfit comprising a good horse, team and wagon, and after a journey of three months he reached his destination, having been but once molested by the Indians. At one time some 150 Indians made their appearance in the camp of four wagons, and demanded that they be given all the clothing and

provisions; but the little party well knew that if they gave up their supplies they would starve; hence they tried a bluff game with the noble red men, agreeing to give them a box of hard tack and a side of bacon if they wanted them, and if not they would give them some powder and balls from the guns. The Indians pondered the matter over for some time and then, finally decided to accept the offer, and upon receiving the booty rode away and left the little party to pursue their way unmolested. When our subject reached California he engaged in mining, but did not meet with sufficient success to make a regular business of it, and after two years of trial he left the mines and went into the freighting business and followed that for a period of eight years, making considerable money. He then sold out his business with the intention of going to Oregon, but after he had bought beef cattle with the intention of preparing them for marketing in California, the excitement arose over the mines on the great Fraser river. Realizing that all the floating population would immediately rush off for the new locality, he to changed his plans and started for the same place with his cattle and drove them as far as The Dalles, where he halted for a month or so. Seeing that this was not an eligible place in which to winter his cattle, and hearing reports of the fine grass lands in the Walla Walla valley, he turned his attention to this country and drove his stock to Walla Walla. Here he fixed upon a fine tract on Dry creek, nine miles east of the present city, where he found a nice little piece of bottom land well covered with good grass, and at that place he staked off a claim of 160 acres, where he wintered his cattle. He then turned his attention to the mines again, mining in several places in Idaho and Montana, and after following that occupation for a few years he returned to his claim and has continued improving the same until the present day. As a result he now owns 2,000 acres of the finest wheat land in Walla Walla county and is farming about 1,900 acres of it. In 1892 he raised 20,000 bushels of grain, but this was not an average yield, as his grain suffered from drought. Our subject has a good residence on the bank of Dry creek, surrounded by a beautiful tract of bottom land and rolling hills.

Our subject was married in 1863 to Miss Sarah Stanfield, a native of Iowa, who had come with her parents to Walla Walla in 1862, and

they had a family of three children: Dora, who is the wife of Frank Walker of Boston, Massachusetts; Fred J., who is now in New York attending school; and Shelley, who is at school in Walla Walla.

When our subject started out in life he had in addition to some new clothes which were given him by his father, the nominal sum of money he had saved, but he had to go \$200 in debt. He has a wide experience and has endured all the privations of pioneer life. In 1890 he was elected on the Republican ticket as County Commissioner of Walla Walla county, and in the fall of 1892 he received the nomination for County Treasurer, but was defeated by the small majority of thirty votes. He is well known through the county and much respected.



SAMUEL R. MAXSON.—A traveller passing through the farming districts of Washington is impressed with the fertile fields of waving grain and the rolling pastures, the latter being filled with well-fed sheep, cattle and horses. On the list of prosperous and well-to-do farmers of the country surrounding the beautiful city of Walla Walla in the county of the same name, occurs the name of the gentleman to whose life history attention is called in this brief article. Mr. Maxson was born in Rock county, Wisconsin, July 7, 1843, a son of Stephen and Lois (Babcock) Maxson, natives of New York, who were married in that State but removed to Wisconsin in 1837. They made the Badger State their home for over twenty years, when in 1856 they again took up the line of march westward, locating at Omaha, Nebraska, where they remained two years, during which time our subject received his education in the common-schools of that city. At the expiration of that time the family located in Washington Territory, Walla Walla county, on Russell creek, seven miles southeast of Walla Walla, where the father died in 1879, at the age of sixty-five years, and where his wife died ten years later, at the same age. Four children were born to these parents, of whom our subject was the second child. All of these children are still living, one being located in Idaho, the other three in Washington. The trip across the plains in the fifties was anything but an enjoyable journey. In addition to the many pri-

vations incident to the trip, there was always the great danger from the savage Indians, and many of the emigrants were given several opportunities of very close acquaintance with the red men. Fortunately for the little party in which we are interested the Indians gave them no trouble, although they never knew at what moment the savages might spring upon them.

Our subject obtained the money to purchase his present pleasant home by freighting over the mountains to Boise City and other mining districts with ox teams, continuing that occupation for five years. At that time he traded his horses for 160 acres of land, to which he made subsequent increments until he now is the possessor of 235 acres of as good land as can be found in the county, on which he raises from four to five thousand bushels of grain yearly. Although he was a poor man when he began to fight the battle of life for himself, by his assiduous and persistent labor he has won the victory and can now rest upon his laurels, as, in addition to his farm, he has an excellent home, situated about seven miles southeast of Walla Walla on Russell creek, the residence being located on the banks of this picturesque little stream.

In the year 1863, Miss Lizzie Paul, a native of Iowa, became his wife, and since their marriage ten children have been added to their family, namely: Lou Ellen, wife of D. G. Ferguson; Charles married Delia Ferrell; Alice, May, Stephen, Myrtle, Samuel, Walter Ralph, and Benjamin F. Mrs. Maxson was a native of Iowa and came to Washington in 1862, the year before her marriage. Socially our subject is connected with the A. O. U. W., while politically he gives allegiance to the Republican party, cheerfully lending his aid to furtherance of its principles, his vote always being cast for its nominees.

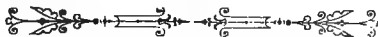


THOMAS GILKERSON.—Like her sister countries England has contributed many of the most enterprising and popular citizens of the United States, and prominent among the early pioneers of the State of Washington is the subject of this sketch, whose birth occurred in that fair land. Mr. Gilkerson was born in England, October 19, 1837, son of George and Sarah (Wilson) Gilkerson, both na-

tives of England. In the year 1841, the father removed his little family to America, our subject being then but a small boy, four years of age. The father settled New York State, where he reared his family on a farm, dying in 1884, at the age of seventy-three years. His wife survived him until 1890, when she too died, at the age of eighty years. They had seven children, of whom our subject was the third child, and all of them are living but one.

Our subject left the State where he was reared, January 20, 1860, and came, via the Isthmus of Panama to British Columbia, where he remained a short time, then removed to Washington, working for wages for about two years. As he was industrious and frugal he was soon able to accumulate enough to purchase 160 acres of land. This he has improved, increasing the number of his acres to 440, 200 acres of which are in a high state of cultivation. This land he devotes to grain-raising and stock-growing, dealing in the best grades of live stock, including cattle, sheep, hogs, and horses, believing that it is a good plan to raise a little of everything, so that he may have something to sell at all times. On his land he has erected a comfortable home for his little family. It must be a source of great satisfaction to Mr. Gilkerson to review the past and contrast his present prosperous condition with his poverty when he landed in Washington. Notwithstanding his lack of means at starting, he is now numbered among the leading citizens of the county.

Our subject was married in 1863, to Mrs. McWhirk, *nee* Sickley, a native of Pennsylvania, who came to Washington in 1859. She was the widow of Henry McWhirk, who died, leaving one child, George Henry McWhirk. Mr. and Mrs. Gilkerson have had four children born to them, namely: Charles, Harry, Thomas and Lewis. Politically our subject casts his vote for the candidates of the Democratic party, and takes great interest in all measures of benefit to the community.



NATHAN A. PATTERSON, one of the prosperous young farmers of Walla Walla county, was born in Iroquois county, Illinois, January 23, 1852. His father, Abraham Patterson, was a native of Ohio, and married Senta A. Page, also a native of

Ohio. He removed to Iowa in 1856 and settled on a farm, living there until 1870, when he removed with his family to Washington, and is now living with his wife in Walla Walla county.

Our subject, Nathan Patterson, was educated in the common-schools of Iowa, was reared on the farm and continued with his parents until he was of age. He then bought eighty acres of land and commenced to farm for himself. By virtue of his industry and close attention to his business he has made it a success, and now owns 960 acres of choice land, 600 of which is under cultivation, devoted principally to small grain.

Our subject was married in 1877, to Miss Ellen Thomas, as native of Iowa, who came to Washington in 1870. She died in 1888, at the age of thirty-two, leaving a family of small children, as follows: Anson, Albert, Gertrude, and Fulton. Mr. Patterson has carefully reared his children, giving them educational advantages and being to them both father and mother. Although he began poor he has been enabled by honest industry to provide well for the future, and is a man who commands the respect of all in the county. Politically he is a Republican, and is a member of the I. O. O. F. Of the eight children born to his parents he is the fourth, and all live in the same State.



JOHN CALVIN BYRD, a hardware merchant of Spokane, was born in Oregon, in 1857, a son of Lorenzo A. and Martha C. Byrd, the former a native of Arkansas, and the latter of Missouri. The father was a farmer by occupation, and was one of the pioneers of Oregon, settling there as early as 1845.

John Calvin Byrd, the second in a family of eight children, was educated in the public schools of Oregon, and also attended the Christian College at Monmouth, Oregon. After leaving school, in 1872, he located in Salem, Oregon, where he was engaged as a dentist about seven years. Mr. Byrd next came to Spokane, Washington, associated himself with Mr. Wolverton in the hardware business, in which he still continues. He has a beautiful home in the city, containing all the modern improvements.

In 1882 our subject was united in marriage to Miss Josie Wolverton, and they have had

three children, two now living, viz.: Prince Wolverton, aged seven years; and Edna Mary, aged six years, both attending the public schools of Spokane. Politically, Mr. Byrd votes with the Democratic party. He is one of the most enterprising business men in the community in which he resides, is a man of studious habits, and has a host of friends in Spokane.



JAY P. GRAVES, of the firm of Clough & Graves, one of the most influential real-estate firms in Spokane, forms the subject of this sketch. Few men have accomplished more in four years' residence in this city and have attained a higher commercial and social standing than Jay P. Graves. He has always warmly embraced and enthusiastically advocated any measure which has aided in the development and advancement of Spokane, and he has always been indefatigable in his efforts to arouse public support in all measures for the welfare of this city.

Mr. Graves was born in Hancock county, Illinois, June 27, 1859, second in the family of four sons of John J. and Orrilla B. (Berry) Graves, natives of Kentucky and Vermont respectively. Grandfather Reuben Graves, a Kentucky planter, was a native of that State and a descendant of English ancestry. He set all his slaves free before the war. Grandfather Berry was a physician and a resident of Alburg Centre, Vermont. John J. Graves went to Illinois when a young man, settled in Hancock county and engaged in farming. Not long afterward Miss Berry went to Illinois on a visit, and while there she met Mr. Graves and was subsequently married to him. In 1874 the Graves family moved to Carthage in order that the children might have better educational advantages. That place continued to be their home until 1890, since which time Mr. Graves has been a resident of Spokane. He is a Baptist and his wife a Methodist.

At the age of fifteen Jay P. Graves entered Carthage College, a Lutheran institution, and after leaving college engaged in the hardware business at Plymouth, Illinois, under the firm name of Young & Graves. For five years he did a successful business there. He then came West and January 1, 1888, became associated with C. F. Clough in his present business. They

do a general real-estate and loan business, and have been instrumental in making many large sales.

Mr. Graves is president of the Washington Abstract Company; is a director of the old National Bank, one of the most securely organized banks in the city; and is the World's Fair Commissioner of Spokane county. In political matters he has taken an active part.

His elegant residence is situated in Spokane at 2,017 Pacific avenue. He was married in Hancock county, Illinois, to Miss Amanda Cox, a native of that place. They have one child, Clyde M. Mrs. Graves is a member of the Christian Church.



COL. J. KENNEDY STOUT, Spokane, Washington, is well and favorably known in legal, journalistic, social and military life, and right becomingly are the many honors, which have been accorded him, accepted and borne.

Colonel Stout was born at Wilkes Barre, Pennsylvania, November 29, 1849, son of A. M. and Ellen C. (Gildersleeve) Stout. His father was born in eastern Pennsylvania, graduated at Yale College with the class of 1842, and was a lawyer by profession. His mother is a native of Elizabeth, New Jersey. The Colonel inherits his literary tastes from his paternal ancestors.

His career has been a varied and interesting one from the time of his birth up to the present. From the first he was carefully and thoroughly educated. At Mr. Everest's, Hamden, Connecticut, he took an excellent preparatory course, and afterward passed through Trinity College, Hartford, Connecticut, where he graduated in 1870. He then began the study of law, but as journalism seemed to present greater attractions he drifted into that profession. For two years he filled the city editor's chair of the Eastern Pennsylvania Daily Express, and was connected with the New York Tribune three years. His early training for the bar, however, led him to finally adopt that profession for his life work, and, as he had previously been admitted to the New Jersey bar, he removed to Elizabeth, in that State, and resumed practice in 1878. Finding the Eastern ranks overcrowded, he came to Washington in 1880, and to Spokane in 1881, since which time he has steadily practiced here.

He has been associated with Judge Nash and later with T. C. Griffiths, and besides being a member of the bar of this State has also been admitted to that of Idaho. Colonel Stout was first City Attorney of Spokane, serving in that capacity from 1882 to 1884. He was appointed First Lieutenant of Company G, National Guard of Washington; then Major of the staff of Governor Semple, and held a like commission on the staff of Governor Moore. His commission of Colonel was authorized by Governor Ferry, and he is also Chief Signal Officer. The old liking for journalism still clings to him, and as dramatic critic of the *Spokesman*—a position he filled during the three years' existence of that paper,—and now as the dramatic critic of the "*Spokane Review*" he has a host of admiring readers.

He was brought up an Episcopalian, and his political views are in accord with Democratic principles. He is a Master Mason, a leader in society, and fond of art and literature.

He was married in October, 1892, to Miss Ida T. Homan, then living in Brooklyn, New York, though a native of New Orleans, and descended on the maternal side from the family of the great German poet, Schiller. The somewhat romantic incidents of the marriage received considerable journalistic notice at the time.

Such men not only make our professional circles a pride to our city, but are also the means of giving an added zest and interest to our social life. One cannot but express the wish that Spokane had many more such men.



D H. FISK, an attorney of Cheney, Washington, was born in Pennsylvania, June 27, 1851, a son of F. W. and Mary W. (Webb) Fisk, natives also of that State. The father was a lumberman by occupation. D. H. Fisk was educated in the public schools of New York and Pennsylvania, and in 1871 entered the Carlton Collegiate, Northfield, Minnesota, where he graduated in the classical course in 1876. In that year he located in Red Wing, Minnesota, next lived in Wisconsin, and in 1880 returned to Ada, Norman county, Minnesota. While there he entered the law office of Frank Chapman, and was admitted to the bar in 1881. In 1888 Mr. Fisk located in Cheney, Washington, where he has since been engaged

in the active practice of law, and also followed milling two years. Politically, he takes an active part in the work of the Republican party, having served as County Attorney one term in Norman county, Minnesota, and as City Attorney of Cheney three years. He was the organizer of the company which supplies the electric light plant of this city, and has always been one of the prime movers in all of the enterprises of Cheney. Socially, he is a member of the Masonic fraternity and the Knights of Pythias.

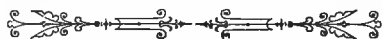
Mr. Fisk was married in February, 1878, to Miss Ada Ashelman, a native of Pennsylvania. To this union have been born four children, namely: Charles F., aged twelve years, attending the public school; Alta C., aged ten years, and Hervey D., nine years, are students of the Normal School; and Clara E., aged four years. Mr. Fisk is one of the most enterprising citizens of the prosperous city of Cheney, is an able jurist, and a gentleman of many attainments.



J A. STOUGHTON, of Cheney, Washington, was born in Westfield, Massachusetts, in 1830, a son of Alexander R. and Elizabeth (Sexton) Stoughton. The father was a native of Connecticut, and a mechanic by profession. J. A. Stoughton, the second in a family of three children, received his education in the district schools of his native State. In 1836 he emigrated with his parents to Alabama, but in 1840 they were obliged to leave that State, on account of yellow fever, and the following three years were spent in Missouri. In 1843 they removed to Oregon, having been the first emigrants to cross the plains, and were guided part of the way by Kit Carson and General Fremont. The Stoughton family located in the Willamette valley, that State, and they first camped on the ground where Portland now stands, it being then a wilderness. In 1848 our subject began mining in California, but the following year returned to Oregon and resumed farming. In 1879 he located on a farm near Cheney, Washington, but later moved to this city, where he has a fine residence, valued at \$1,000, as well as other property.

Mr. Stoughton was married in 1850, to Miss Frances E. Townsend, a native of Georgia, and a member of a fine old family. They have three children, Mary E., Ida S. and Edith S. Social-

ly, our subject is a member of the Farmers' Alliance, and religiously the family are identified with the Methodist Church. Mr. Stoughton is an enterprising citizen, is a great reader, and is thoroughly posted on all matters relating to the early settlement of the State.



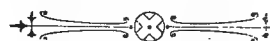
HENRY BROOK, one of the leading business men of Spokane, Washington, was born in England, in 1842, a son of John Brook, a native also of that country. Henry came to the United States in 1870, locating in Minnesota, where he engaged in building, and also as a minister of the Methodist Episcopal Church. In 1883, on account of failing health, he came to Spokane, Washington, and began work at his trade. Mr. Brook is now president of the Washington Brick and Lime Manufacturing Company, which has a paid up capital of \$50,000. This enterprise is one of the leading concerns of its character in the State, and is rapidly increasing its business. At one time he was a member of the City Council of Spokane, a director of the Washington Water Power Company, vice-president of the Spokane Street Railway Company, a member of the Board of Trustees of Jenkins University, a past owner in the Hotel Spokane, and past owner in the Eagle Block, one of the finest structures on Riverside avenue. He is also a large holder of real estate in and about the city. Socially, Mr. Brook affiliates with the Masonic order, and religiously is a member of the First Methodist Church. He is considered one of the most public-spirited citizens in the city, and by general courtesy and gentlemanly address has won for himself many friends.



ARTHUR F. KEES, one of Walla Walla's bright and enterprising young farmers and most highly respected sons, was born in this county November 13, 1867. He was reared to the life of a farmer boy, on the tract of land he now occupies, a beautiful farm seven miles northeast of Walla Walla city, upon which there is a fine farm residence, surrounded by a velvety lawn, dotted with branching shade trees. During his boyhood days Mr. Kees attended the district school, after which

he studied at the Baker High School at Walla Walla and completed his education at the Whitman College, there receiving a diploma in academic course. After graduating he took a course at the business college at Portland, from which he graduated with a diploma in 1891. He then returned home.

In that same year, on October 8, he was married to Miss Susan Stetson, a highly accomplished young lady, a native of Umatilla county, Oregon, daughter of Clinton and Mary (Dixon) Stetson, who had come to Oregon about 1860. Our subject and wife are the parents of one little daughter, who came to them August 14, 1892, and has been named Lillian Arline. After marriage Mr. Kees chose for his life work the occupation of farmer, although he first fitted himself for life's duties by acquiring a good education, realizing that a good education is a farmer's best stock in trade. His father, Samuel Kees, was born in Iowa, and married Elizabeth Coyle, a native of Illinois. He came to Oregon when he was a small boy, and he and wife have had a family of seven children, Arthur being the third child. Our subject believes in the Republican party and always casts his vote with it.



JOHN H. DUMON, M. D., a physician of Centralia, is well-known throughout southwestern Washington as an able practitioner. He is a native of the State of Michigan, born September 26, 1850, the son of Canadian parents, John F. and Sarah (Rice) Dumon; his father removed from the Dominion to the United States in 1845, and settled in Michigan. Dr. Dumon is the fifth of a family of seven children. He was reared according to the simple habits of farm life, and acquired his literary education in the common schools. In 1873 he began studying for his profession under the preceptorship of his brother, D. L. Dumon, M. D., an eminently successful physician of Evart, Michigan. When he was ready to attend lectures he entered the medical department of the State University of Michigan at Ann Arbor, and was graduated from this renowned institution in 1877. He began practicing in Crystal, Montcalm county, Michigan, where he resided until 1888. In this year he came to the Pacific coast, and decided to locate in Centralia. He has built up a large

and lucrative practice, extending throughout Lewis and into adjoining counties. Ambitious for his profession as well as for his own attainments, he is a faithful reader of current medical publications, and is thoroughly well posted upon the recent scientific discoveries.

In politics he adheres to the principles of the Republican party, and represents that body as City Health Officer. He is an honored member of the Royal Order of Good Fellows and United Workmen.

Dr. Dumon was united in marriage in Michigan, September 20, 1874, to Miss Adell Watters, who was also a native of Michigan.



CHARLES F. CLOUGH, the senior member of the firm of Clough & Graves, is one of the most enterprising and successful men in Spokane, Washington.

This firm is well known not only in Spokane but also throughout the Pacific Northwest, it being composed of Hon. C. F. Clough and Mr. J. P. Graves. Since its advent into the realty field, the firm have made some very large investments: in fact, some of the largest investments made by outside capitalists have been negotiated through their office. By their shrewdness, their judgment, and their conservative business methods, they have made some excellent and paying investments, thus gaining an enviable reputation and building up a business that stands pre-eminently in the front rank of sound enterprises. The aggregate real estate made by this firm in a single year reached \$2,000,000, which shows the confidence reposed in these gentlemen by Eastern and Western capitalists. Both members of the firm have accumulated a large amount of very valuable property, both improved and unimproved, consisting in part of business blocks and residences. They have made a specialty of organizing syndicates for the purpose of buying large tracts of land, and platting and selling the same. The different projects of this nature that they have been engaged in were in every instance a financial success, and the members of the firm have invariably been members of these syndicates, thus testifying to the confidence they felt in their transactions. One tract of twelve acres was handled by them in this manner, the syndicate

paying \$70,000 for the property. Inside of six months the property was sold for \$281,000. While this was an exceptional case, they have been eminently successful in making profitable investments for all the companies and syndicates that they have organized.

Mr. Clough was born in Rhode Island, December 26, 1843, son of Zera and Sally M. (Cook) Clough, natives of Connecticut and Rhode Island respectively. The father, a prosperous business man, died about the year 1849. The mother is still living and has her home at Providence, Rhode Island. Both the Cloughs and Cooks are of English descent. The subject of our sketch spent his youthful days on a farm and received his education in the public schools.

In 1861, when in his eighteenth year, he enlisted in Company E, Fourth Rhode Island Infantry, with which he served through the entire war. He was with Burnside's expedition in North Carolina in January, 1862, and participated in all the engagements of that campaign. In July of the same year he was transferred back to the Army of the Potomac, and in the fall was with that army in Maryland, taking part in the battles of South Mountain, Antietam and Fredericksburg. Next, his company was sent to Suffolk, Virginia, where he was in several skirmishes. A year later he was returned to the army of the Potomac; was in front of Petersburg until the surrender of Lee in April, 1865. He was mustered out at Providence, Rhode Island, July 25, 1865.

After the war Mr. Clough was variously employed for several years. He conducted a merchandise business at Woonsocket, Rhode Island, for a time. In 1876 he made a trip to California, and was so well pleased with the Pacific coast that he located at San Francisco, and until 1884 was engaged as a commercial traveler. He had visited Spokane several times in a business way, and in 1884 resolved to locate here. In the summer of that year he opened a book and stationery store, which he successfully conducted for three years, and then sold out in order to engage in his present business. He is a director in the Washington Abstract Company, and is a director and treasurer of the Chamber of Commerce. In political matters he has taken an active part. He was a member of the City Council two years,—in 1886-'87. In 1890 he was nominated in a non-partisan mass convention for the office of Mayor, and was elected by a large majority. His administration has been

a credit not only to himself but also to the people whom he faithfully and conscientiously served.

Mr. Clough has been married twice. In 1866 he wedded Miss Mary Lewis, a native of Rhode Island. She died leaving one son, Lester F., and he married Miss Carrie H. Signor, a native of Illinois, in 1889. He is a member of Sedgwick Post, G. A. R.



JOSEPH GRUBER, of Vancouver, Clarke county, was born in Germany, July 25, 1824, a son of Johan and Vincensia Gruber, both now deceased. Joseph, the third in a family of six children, was educated for the priesthood, but nature had intended him for a mechanic. He came to America in 1864, and in the same year enlisted in Company G, Fourteenth United States Infantry, served his time in Arizona, and was honorably discharged in 1869. Mr. Gruber then spent many years in San Francisco, California, and in 1882 removed to Portland, Oregon, but in the following year came to Vancouver, Washington. He has devoted his entire time for many years to an invention, which has at last been brought to a successful completion, and his associates are well pleased with the result of his labors. The machine is automatic in construction, and produces power by a new process. In all probabilities the vexed question of perpetual motion has been solved, and, should his invention prove to be all that is claimed for it, his theory will do away entirely with steam power. The use of fuel for creating power may become a thing of the past, and at no distant day our ocean steamers may dispense with boilers and coal bunkers. Many of Vancouver's scientific and learned gentlemen are financially interested in the enterprise, and a contract has been filed at Washington to secure a patent.

Mr. Gruber was married in San Francisco, California, in 1877, to Christina Myer.



GEORGE H. MOCKEL, senior member of the firm of A. Young & Co., proprietors of the Star Brewery and Artificial Ice Company, of Vancouver, was born in Germany, March 1, 1858, a son of Karsper and

Catherine (Miller) Mockel, natives also of that country. George H., the third in a family of seven children, attended school between the ages of six and fourteen years, and was reared to mechanical pursuits. He spent about eighteen months in the iron works of Bradford, England, prior to sailing to America. Mr. Mockel located in Vancouver, Washington, in 1874, and in 1880 became a member of the Star Brewery Company.

In 1886 he was united in marriage to Miss Maggie Huth, a native also of Germany. They have three children: Gertrude, Henry and an infant son. Mr. Mockel is a member of the Driving Park Association, and affiliates with the Improved Order of Red Men.



DR. WILLIAM W. ELMER, Spokane, Washington, was born in Belleville, Hastings county, Ontario, in 1837. His parents, Asha and Sarah (Ball) Elmer, were Virginians by birth and were of English descent. They moved to Canada when children, and the father after he grew up was engaged in the manufacture of wagons, carriages and farm implements. He and his wife were members of the Baptist Church. Both died in Belleville. They had a family of ten children, the subject of our sketch being the sixth born.

Dr. Elmer was educated at Kingston. At the age of eighteen he began the study of medicine in the office of Dr. Dorland at Belleville, remaining with him two years. Then he entered Queen's College, Kingston, graduated at that institution in 1858, and at once began the practice of his profession at Madoc. There he conducted a successful practice sixteen years. He next spent a year at Chicago and then located at Bay City, Michigan, where he resided fifteen years and had a large and lucrative practice. In 1889 he came to Spokane. Previous to this time he had frequently visited the Pacific coast during his vacations, and had often been at Spokane, and in his contributions to newspapers at various times he prophesied that Spokane would become a large city. Immediately upon his location here, Dr. Elmer identified himself with the interests of the place and soon grew into a large practice. While his practice is general, he makes a specialty of surgical cases and diseases of women and children.

The Doctor has been in the habit of visiting New York every year or two for the advantages to be gained by a month or so of hospital practice. While in Michigan he was a member of the Michigan State Medical Association and of the Bay County Medical Society.

Dr. Elmer has been twice married. In 1857 he wedded Elizabeth Perault, who died, leaving two sons,—William Charles and Harry Edward. In 1880 he married Kate E. Fuller, a native of New York, and they have one daughter, Kate E. Mrs. Elmer is a member of the Episcopal Church.

The Doctor has invested in a large tract of land on the Columbia river in Walla Walla county, which he is improving and developing for fruit farms, it being in the fruit belt and very valuable.

He is a member of the I. O. O. F.



JAMES D. LOWMAN, one of the active, enterprising young business men of Seattle, Washington, was born in Leitersburg, Maryland, October 5, 1856, and is a son of Daniel S. and Caroline (Lytle) Lowman, natives of the same city, and of German and English descent respectively. He was educated in the common and high schools of Leitersburg, and taught school for one year.

In 1877 Mr. Lowman came to Seattle, where his uncle, Henry L. Yesler, resided, and secured employment as assistant wharfinger on the Yesler wharf, being thus engaged for four years. He then purchased a half interest in the book and stationery store of W. H. Pumphrey, and, after the business was conducted under the firm name of Pumphrey & Lowman for two years, he purchased the entire interest and operated it alone up to 1885. That year he organized the Lowman & Hanford Stationery and Printing Company, with a capital stock of \$100,000, he continuing as president and principal stockholder, the business now employing a force of sixty people in the several departments.

In 1886 Mr. Lowman was appointed trustee of all of Henry L. Yesler's property, and assumed its entire control and management. This estate, which was vast and extended in its proportions, had become encumbered through the extensive business operations of Mr. Yesler preceding a depression throughout the Sound coun-

try, and it required a man of keen judgment and business sagacity to bring order out of the existing chaos. Under the energetic and capable management of Mr. Lowman, only a few years were required to restore the property from an almost insolvent condition to be one of the most valuable estates in Seattle, notwithstanding the great loss from the fire of 1889, when the income of the property was suddenly reduced from \$60,000 per year to nothing, and only \$65,000 of insurance was received. Since that date Mr. Lowman has erected on Pioneer Place, in the very business center of Seattle, three of the finest buildings in the city, aggregating upward of \$400,000; and the improvements in other parts of the city will increase that amount by many thousands of dollars. The present indebtedness of the estate is much less than when he assumed control of the property. With the death of Mrs. Yesler in 1887, Mr. Lowman was also appointed administrator of her estate, a property valuation of about \$250,000. He also organized the Yesler Coal, Wood & Lumber Company, built a sawmill on Union Bay, Lake Washington, for the manufacture of lumber and lath, on the line of the Seattle, Lake Shore & Eastern Railroad, and has platted the town site of Yesler, he continuing as secretary and principal stockholder in the company. Notwithstanding the demands of these several interests, he is prominently connected with various other enterprises. He is secretary and a large stockholder in the Union Trunk Line, known as the James Street Railroad System, with a capital stock of \$1,000,000; is trustee and stockholder of the Washington National Bank, the Guaranty Loan & Trust Company, the Home Insurance Company, the Denny Hotel Company, and the Seattle Steam, Heat & Power Company; is president of the Seattle Theatre Company; built the Lowman-Hanford Block, and has been engaged in many private enterprises of somewhat lesser proportions.

He is a member of no societies and is not active in politics. The manifold duties which he is called upon to perform require his constant attention and most able efforts, the result of his labors being well known to Seattle's business community. His good judgment has been vindicated and his integrity of character has become an established fact, so that he possesses the absolute confidence of the business men of Seattle. His connection with any enterprise readily commends it to public support.

Mr. Lowman was married in Seattle, in 1881, to Miss Mary R. Emery, a native of Pennsylvania, and has a spacious and handsome home in Seattle on the corner of Eleventh and Marion streets.

Such is a brief sketch of one of the enterprising men of the Northwest.



HON. TRUSTEN POLK DYER, member of the Seattle bar, was born in Warren county, Missouri, May 27, 1856. His parents, Captain George W. and Mary A. (Philpot) Dyer, were natives of Virginia and of English ancestry, who emigrated at an early day to the Virginia Colony. Captain Dyer was a member of the old State militia of Virginia and emigrated with his family to Missouri in 1840, where he owned slaves, operated a large plantation, was a member of the Legislature for a number of years and was one of the foremost citizens of the State. With the breaking out of the rebellion, though a slaveholder, he was loyal to the Union and lost his life in defense of his country.

Young Dyer was thus left the only support of his widowed mother and seven sisters (his only brother having removed to Colorado just after the close of the war), and for a number of years he toiled on the farm in summer and attended school during the winter months. At the age of fifteen he entered the Central Wesleyan College at Warrenton, and completed his studies at the Baptist College at Louisiana, Missouri. He began teaching at the age of seventeen, and at the same time engaged in reading law during the winter evenings, which method he followed for three years and was admitted to the bar in February, 1875. He then entered the office of his brother, David P. Dyer, Probate Judge of Warren county, and engaged in practice. He also acted as Clerk of the Probate Court. In 1878 he removed to St. Louis, and for two years held the position of Clerk of the Registry Department of the St. Louis post office, meanwhile during the day attending the St. Louis Law School, where Messrs. H. B. Loomis, George H. Preston and Charles F. Fishback of this city (Seattle) were his classmates. Being now qualified by a severe course of reading, he entered into actual practice, associating himself with his uncle, Colonel D. P. Dyer, of St. Louis,

a man who has a national reputation not only as a military hero in the war of the rebellion but also as a fearless guardian of the people's interest as United States District Attorney for Missouri, and who showed his high ability in the celebrated "whisky ring" cases under President Grant's administration. Trusten P. Dyer was once the unanimous choice of his party for the Legislature. During the years of 1884, '85 and '86, he was City Attorney for St. Louis, and in the fall of 1886 was nominated for Prosecuting Attorney, but was defeated by a small plurality. He was for three years prominently connected with the National Guard of Missouri, and was a delegate to the convention of the National Guard of the States at Washington, District of Columbia, in the spring of 1887.

He was an alternate delegate in the Republican National Convention in Chicago in 1888, where he met Hon. Watson C. Squire and other gentlemen of prominence of the then Territory of Washington, and through them learned of the activity and future promise of Seattle, and in July of the same year he removed to this city. Soon after locating here, Mr. Dyer became associated in the practice of law with Judge Richard Osborn, under the firm name of Osborn & Dyer. This partnership continued until the spring of 1890, when, owing to Judge Osborn's increased duties in the probate office, which took him from the general practice, the partnership was dissolved and the firm of Dyer & Craven was organized, and this continued until the spring of 1892. Since then Mr. Dyer has practiced alone.

He has always been an ardent Republican, even when living in a State where it tried men's nerves to advance Republican ideas. He aided in organizing the "Harrison Legion" in Seattle in 1888, and was the first president of that body, taking an active interest in the campaign. He aided materially in redeeming King county from Democratic rule. He was a member of the Constitutional Convention which assembled at Olympia July 4, 1889, to frame the present constitution of Washington. He served on several of the most important committees and was frequently called upon to preside during the absence of the president of the convention. Mr. Dyer was also elected a member of the State Senate of Washington from the city of Seattle in November, 1890, for a term of four years. He served during the sessions of 1891 and 1893, and was president *pro tem.* of the last Senate.

He was chairman and member of several of the most important committees. Through his labors and efforts many good laws are now on the statute books of Washington.

Mr. Dyer was married in Seattle, June 18, 1889, to Miss Mary A. Pontius, a native of the city, and daughter of Rezin W. and Margaret J. (Brinley) Pontius, pioneers of the State. Mr. Dyer is prominent in Masonry; has received the Thirty-second degree of the Scottish rite, is Eminent Commander of the Seattle Commandery, K. T., and is a member of the Mystic Shrine; he has held many important positions in the fraternity.

He owns valuable real estate about the city, which he has developed and improved, and he is largely interested in the Dyer & Freed Manufacturing Company, wholesale and retail dealers in sash, doors and builders' supplies. "Dyer avenue," one of the most beautiful residence streets of Seattle, was named from him.

Thus briefly have we outlined the trials and triumphs of one of Seattle's self-made men, who was quick to foresee events, grasp opportunities, and by personal and persistent effort and enterprise has steadily ascended the scale and attained his present position of honor and distinction among men.

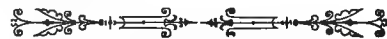


HERBERT E. LINDSLEY.—The continuous flow of emigration to the Pacific coast has carried from the Eastern and Middle States some of their most worthy sons, and has given to the coast States that aggressive and determined spirit that yields no wearies not until its desires are an accomplished fact. To this class of citizens belongs Herbert E. Lindsley, a resident of Centralia. He was born in the State of Michigan, Washtenaw county, September 20, 1864, a son of George C. and Almira (Seekell) Lindsley, natives of the same State, and an only child. He received his education in the public schools, and was reared to the life of a farmer. In 1889 he came to Washington and located in Centralia, where he secured a position as clerk; he was afterward employed by a sash and door manufacturing company as bookkeeper, during which time he proved his sound judgment and superior business ability.

He was elected to the office of City Clerk in 1892, and at the close of the same year was re-

elected to the office. He has discharged his duties with entire satisfaction to the public and has shown himself worthy of the confidence reposed in him. He is a staunch and active Republican, and is an enthusiastic supporter of the movements to elevate the educational standard of the State. Honorable in all his dealings and kindly countenances of manner, he has won a host of friends in the home of his adoption.

Mr. Lindsley consummated the most important event of his life when he was united in marriage July 15, 1891, to Miss Gertrude Green, a native of Illinois.



WILLIAM EASTMAN, who is engaged in farming in the Chehalis valley, has been a resident of the Northwest for many years and is familiar with every phase of life on this coast, having moved about from place to place and been engaged in various occupations.

Mr. Eastman was born in New York State in 1828, and lived at his native place until he was eighteen years of age. From there he moved to Winnebago county, Illinois, where he lived for six years. In 1852 he crossed the plains to California, landing at "Hangtown," and there for six years worked in the gold mines. Then he went to the Fraser river mines, whence, after a mining experience of six months, he removed and located in Olympia, Washington. Next he went to the Columbia river, and from there to Cowlitz county, remaining in Cowlitz county three years, and within that time (in 1860) was married. In the spring of 1862, his thirst for mining being still unsatisfied, he set out for the Salmon river mines, where he remained about six months. Then he settled in Lewis county, nine years later moved to Olympia, seven or eight years afterward returned to Lewis county, and subsequently went back to Thurston county again. After living in Thurston county about one year, he removed to Lincoln creek, Lewis county, and from there, a year later, came to his present location in the Chehalis valley, where he has since lived.

Mrs. Eastman's maiden name was Laura R. Chapman. She was born in Lafayette county, Wisconsin, in 1843, and lived in that county until she was nine years of age. She came direct from Wisconsin to Cowlitz county, Wash-

ington. The family left their Wisconsin home April 15, 1852; were six months in crossing the plains, arriving at their destination (then Oregon Territory) October 29. The Indians at one point en route attempted to take Laura and another little girl captive, and later on offered a pony in exchange for the former. Mr. and Mrs. Eastman have a family of thirteen children, namely: William A., Edward W., Hannah B., Mark O., Alva O., Jessie J., Frank V., Irwin R., Clarence W., Oren, Laura M., Erie R. and Arthur C.



WILLIAM COSTLY, who has been identified with the farming interests of Lewis county, Washington, since the year 1882, is one of the representative men of his vicinity.

Mr. Costly was born in Dade county, Missouri, September 25, 1837, and when he was nine years old moved with his parents to Grant county, Wisconsin. In Wisconsin he lived for about forty years, when, deciding that he could better his condition by seeking a change of location, he moved to Nebraska. He remained in Nebraska, however, only about three years, when he was again seized with the spirit of emigration. This time Lewis county, Washington, was his objective point, and here, since 1882, he has made his home.

Mr. Costly was in the Civil war from February 9, 1864, until June 14, 1865, rendering efficient service while in the ranks, being a member of Company H, Seventh Wisconsin Infantry.

He was married in 1860, at Georgetown, Wisconsin, to Miss Amanda Reed, a native of Ohio. She moved from Indiana to Wisconsin when eighteen years old, and in the latter State remained until her marriage. Mr. and Mrs. Costly have four children: Martha Susan, Jennie E., William D. and Francis M.



WILLIAM SANDYS, junior member of the firm of Sandys Brothers, is one of the proprietors of the mills situated three miles east of La Center. This business was established by Sandys Brothers about eleven years ago, and although

the plant is unpretentious they have conducted a good local trade. It is one of the most important industries of the neighborhood, having a capacity of 2,000 feet daily, and being in operation eight months of the year. The machinery is so adjusted as to run by either steam or water power, the latter being utilized a part of the season. The product of the mill is plain and dressed lumber, flooring and ceiling; there is also an attachment for grinding graham flour and chopping feed, which provision is of great advantage to customer. The machinery is of modern invention and is kept in excellent order by these thrifty millers.

William Sandys is a native of Baltimore, Maryland, born April 9, 1846, and the youngest of the six children of Samuel and Annie Sandys; the father was a native of England, and his wife was born in the city of Baltimore. The family removed to the West in 1856, and located in Nemaha county, Kansas. In 1873 our worthy subject pushed his way to the coast, and located in Clarke county. Here he owns forty acres of land well suited to agriculture; twenty acres are in an advanced state of cultivation, and he has a small orchard of choice varieties of fruits.

Politically Mr. Sandys adheres to the principles of the Republican party, believing that those principles made practical would greatly increase the prosperity of the country. He has always been one of the most industrious and economical of men, and has done his share in developing and establishing the industries that have placed Clarke county in the front ranks of Washington's brilliant assemblage. Mr. Sandys is unmarried.



AK. BURT, a member of the City Council, and a prominent merchant of Vancouver, was born in Edgar county, Illinois, August 24, 1853, a son of Manuel and Lucinda (Tefft) Burt, the former a native of Ohio, and the latter of New York. The mother was descended from one of the early families of that State. The Burts were early pioneers of the Buckeye State. The ancestors came to America in the seventeenth century and figured prominently in the Indian and Revolutionary wars.

A. K. Burt, the eldest of three children, was reared and educated in Adair county, Missouri,

where his parents had moved at the close of the Rebellion. He followed agricultural pursuits in that State until 1880; engaged in the same occupation in Minnesota for a time, went thence to New Orleans, and finally returned to Missouri. From 1880 until 1884 he followed farming in Clarke county, Washington, and in the latter year embarked in business in Vancouver, virtually without capital. His stock then consisted of only fish and poultry, and two years later he added groceries to his business, and this enterprise flourished until 1889. June 22, of that year, the entire enterprise was practically wiped out by fire, and, as there was no insurance on his stock, it was a total loss. Nothing daunted, however, Mr. Burt again started business with no other capital than a few debts and plenty of pluck and perseverance. His trade now, although a local one, has become lucrative, and will compare favorably with other grocery houses of the city. In 1892 he was elected a member of the City Council, is also a member of the following committees: fire, water, health, police, election, and is chairman of the landing and wharf committees. Politically, he is a staunch and active Republican. Mr. Burt affiliates with the Improved Order of Red Men and the U. O. A. M., in both of which he has passed the official chairs.

Our subject was united in marriage to Miss Sarah Gadeon, a native of Iowa, and they have three children: Rosa D., Mary A., and Nellie E.



CHARLES W. CUSHING, of Vancouver, a contractor in painting and decorating, was born in Vermont, May 20, 1855, a son of John A. and Sarah (Jacques) Cushing, natives also of that State. The paternal ancestors were of English descent, and were among the early settlers of New England. The maternal ancestors of our subject were French, but located in America before Revolutionary days. Mr. and Mrs. Cushing located in Galesburg, Knox county, Illinois, where Charles W. attended school, and later apprenticed himself to a house and general painter. He worked as a journeyman in this art until 1880, then, for a brief period, followed his trade in Kansas, and then returned to Illinois. In 1883 Mr. Cushing opened business on his own account in Vancouver, Washington, and, although starting

with scarcely any capital, but being a thorough mechanic, he has been able, by hard work and perseverance, to reach the top rounds in the ladder of his profession. In his line he controls almost the entire trade of Vancouver, and employs about ten or twelve men, and often double that number in the busy season. Mr. Cushing contracted for and superintended the painting on the Columbia Hotel, the county courthouse, the Asylum for Defective Youths, and many other large buildings of Vancouver, both public and private, besides doing a large amount of Government work. His present place of business is on Eighth and B streets, where he carries a large stock of mixed paints, lead, oil, glass, mouldings and wall paper.

Our subject was married in this city, to Miss Bertha Hack, a native of Oregon, who died November 14, 1886. February 29, 1889, Mr. Cushing was united in marriage to Miss Frances Jacques.



JAMES REED YOCOM, M. D., of Tacoma, one of the foremost representatives of the medical profession in that city, is a native of Swedesburg, Pennsylvania, born September 23, 1862, and is a son of Rev. Thomas S. Yocom, a well-known and able clergyman of the Episcopal Church. In 1870, the family removed to Cincinnati, Ohio, and in 1876 to Richmond, Staten Island, where the parents now reside.

The subject of this sketch fitted himself for college at the Polytechnic Institute, Brooklyn, and entered Harvard in 1881, at which institution he graduated with honor in 1885. Having determined on the adoption of the medical profession as his life work, he matriculated at the medical department of Harvard University, and graduated at that time-honored institution in 1888. Subsequently, he traveled abroad that he might the better prepare himself for entering fully upon his profession. For ten months he studied in Germany and throughout Europe, visiting the famous institutions of Berlin and other European hospitals, including those of London and Edinburg, which observation gave scope and direction to his previous studies. On his return to his native land, he decided to cast his lot with the people on the Pacific coast, and chose Tacoma as the site of his future operations.

In his practice he has been eminently successful, and has prominently identified himself with the professional interests of that city and the entire Northwest.

Dr. Yocon was appointed Health Officer of Tacoma in 1892 and '93, and in connection with the duties of that position is recognized as thoroughly efficient, and he is also on the visiting staff of the Fannie Paddock Memorial Hospital, besides which he is a member of the Pierce County Medical Society.

In 1888, the Doctor was married to Miss Joanna Breene, of Boston, who assists him in dispensing a generous hospitality to his many warm friends in the Northwest.



AMADEUS R. PINKNEY, city electrician of Seattle, was born in North Royalton, Ohio, August 8, 1862, a son of Robert R. Pinkney, a native of Yorkshire, England. The latter emigrated to the United States in 1812, settling in Bridgeport, Connecticut, where he conducted a tannery for several years. He was married in Bridgeport, to Miss Rose Murray, a native of that city and of Irish descent. In 1842 they removed to Cuyahoga county, Ohio, locating on a farm purchased by his father in 1825.

A. R. Pinkney was primarily educated in the public schools of La Grange, later attended the Catholic parochial school of Grafton, and in 1877 entered Oberlin College, graduating at the latter institution in 1881. Having given careful attention to the study of chemistry and electricity, he decided upon the latter branch as a profession; and to perfect himself in its uses as applied to arc and incandescent lighting, he applied to the Thompson-Houston Company, and was allowed to enter their manufactory at Lynn, Massachusetts. At personal expense, and without salary, Mr. Pinkney remained in the factory eighteen months, and became proficient in every department. He was then employed by the company in installing electric plants in cities throughout the East, and also in South America until 1884, when the Cleveland Electric Light Company was organized, and Mr. Pinkney was employed as their electrician. In June, 1886, he came to Seattle, as electrician for the Seattle Electric Light Company. He remained with that company through the succeeding changes

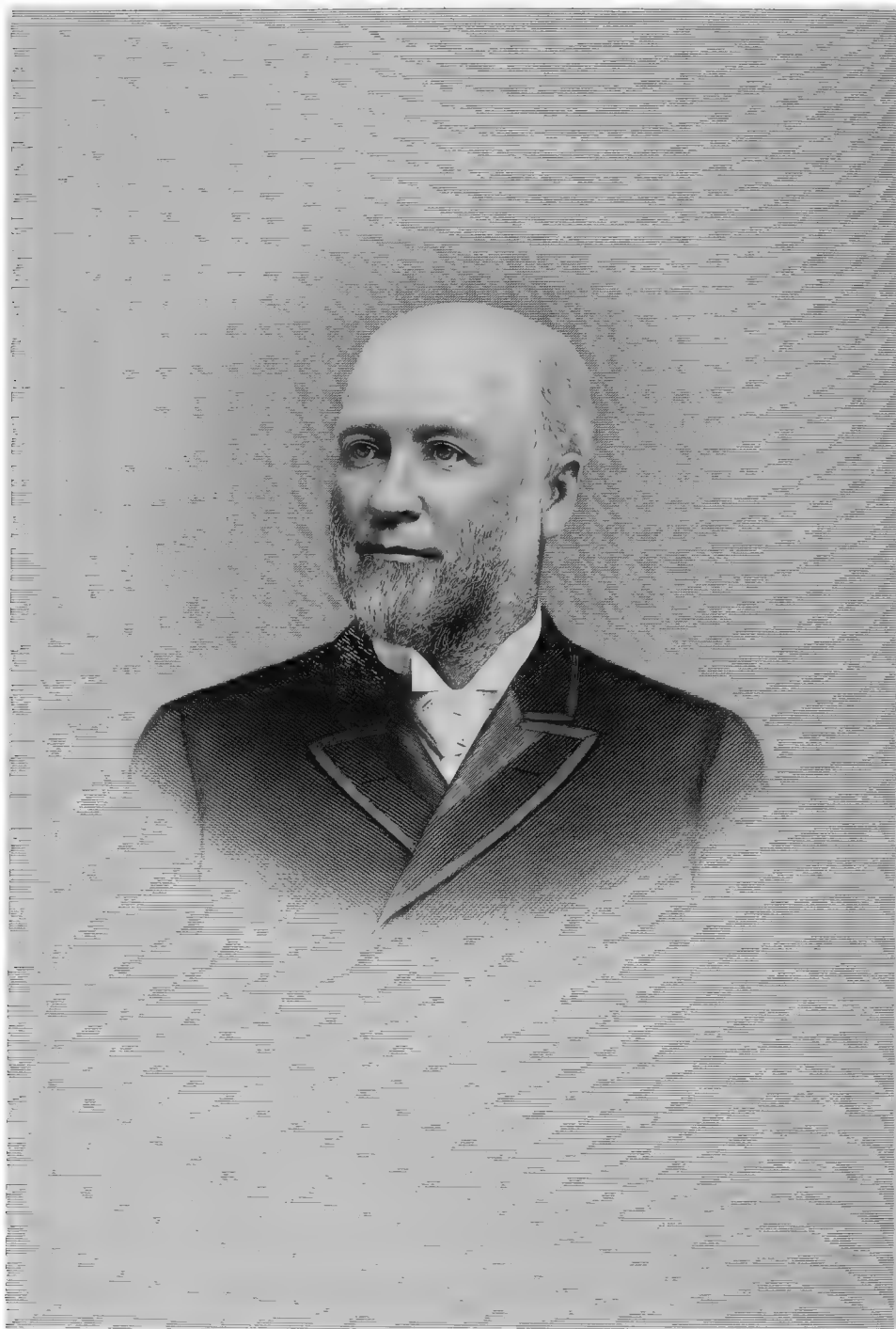
and consolidations until April, 1892, and was then appointed City Electrician by the Fire Commissioners, entering upon the duties of the office May 1. The office embraces the fire, police and water electric departments, utilizing fifty-seven and a half miles of wire, with numerous signal boxes, improved machinery for fire and police service connected with headquarters, and electric indicators at the reservoir connected with the office of water department, all furnished with the most modern attachments, and under the constant supervision of the skillful electrician.

Mr. Pinkney was married November 5, 1890, to Miss Ella Murphy, a native of Cleveland, Ohio. They have one child, Amadeus R. Socially, our subject affiliates with the Young Men's Institute, A. O. U. W., and A. O. of F., and is treasurer of the Seattle Yacht Club. In the latter organization he derives much pleasure, owning an interest in a yacht, and is an enthusiast in that manly sport.



THOMAS ROCHESTER SHEPARD, one of the busiest practitioners in corporation law in Seattle, was born in Dansville, Livingston county, New York, in 1852, a son of Charles and Catherine (Colman) Shepard, natives also of that State. The paternal ancestors came from England, and settled in Massachusetts in 1638, and the descendants are now scattered through Connecticut, Pennsylvania and New York. The mother of our subject was a grandchild of Colonel Nathaniel Rochester, of Westmoreland county, Virginia, who served through the Revolutionary war, and then settled in the little town called Falls Village, but the name of which was subsequently changed in honor of him, to Rochester, New York. Charles Shepard, who is still living, at an advanced age, was one of the active citizens of Dansville, was an extensive property holder, president of the first railroad which entered the town, and always foremost in matters of enterprise and development.

Thomas Rochester Shepard, the subject of this sketch, received his preparatory education by private instruction, and at the Seminary of Dansville. He next entered Williston Seminary, at East Hampton, Massachusetts, graduated there in 1870, and then became a student of



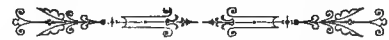
JR McDonald

Yale College. He left that institution before completing the freshman year, to engage as a civil engineer in railwork in Wisconsin, at which he continued in that State and New York until January, 1875. In that year he engaged in the study of law with his brother, Charles E. Shepard, at Fond du Lac, Wisconsin, and by close and persistent work was admitted to the bar on February 21, 1876. In the following March Mr. Shepard began practice with his brother, and this firm continued until September, 1881, when the former removed to Milwaukee. In 1883 he was joined by his brother, and they continued in general practice in the State and Federal Courts, giving particular attention to commercial law. In 1883 they published Shepard's Wisconsin Digest of the Supreme Court Reports, a two-volume, octavo edition, which came into general use.

The above firm dissolved partnership in 1889, and Mr. Shepard came to the Puget Sound country, locating, after due consideration, in Seattle. On April 10, 1889, he opened an office, where he continued until after the fire of June, following. He then became associated with Job P. Lyon and Everett Smith, under the firm name of Shepard, Smith & Lyon. This partnership continued until July, 1890, and our subject was then elected City Attorney for a short term of three months. During that time he conducted in the Superior and Supreme Courts the defense of the bond cases brought against the city of Seattle, and by winning these suits enabled the city to issue nearly \$1,000,000 of water and sewer bonds. In November, 1890, he entered into partnership with Judge Thomas Burke and Mr. Andrew Woods, under the style of Burke, Shepard & Woods, and they are still among the leading law firms of the city. They are attorneys for the great Northern Railroad, and give particular attention to corporate law. In the interest of the firm Mr. Shepard has been prominently connected with the Seattle Harbor Line case, one of the most important cases of the State, as it involved the rights of all owners of property abutting upon the water ways of the State. The firm obtained a decree in the Superior Court, which was reversed in the Supreme Court, and was recently argued by him before the Supreme Court of the United States. The case of *Brown vs. the City of Seattle*, regarding the liability of the city for the injury to abutting property by cutting street grades, etc., was conducted in the Superior and Supreme

Courts by Mr. Shepard, and damages were secured. He has also been active with the litigation and preparatory steps toward the issuing of all bonds by the city of Seattle. Being a close student, and possessing a judicial mind, with quick comprehension, he has achieved a recognized standing in cases turning especially upon points of law.

Mr. Shepard was married in 1879, to Miss Caroline MacCartney, of Dansville, New York. They have one child, Arthur MacCartney Shepard.



JAMES R. McDONALD, one of the prominent railroad developers of the State was born in Glengarry, Canada, April 16, 1844. His father, Donald McDonald, was born in Inverness, in the highlands of Scotland, and in early manhood emigrated to Canada, where he engaged in farming and in the lumbering business. He was married in Canada to Miss Ann McDonald, also of Highland Scotch ancestry. James R. was reared upon the farm and was afforded the usual educational advantages allotted to farmers' sons. At the age of nineteen, he went to Detroit, Michigan, and passed three years in the lumbering business, in which occupation he had received practical training under the guidance of his father. About 1866 he went to the source of supply in the lumber regions of the Saginaw valley, where he began by driving team, subsequently acquired an interest in the business, and eventually became an extensive operator, continuing about fifteen years and attaining a high degree of success.

Learning of the extensive lumbering interests of the Puget Sound district, in 1883 Mr. McDonald visited that favored spot and became so much impressed with the great wealth of timber bordering the Sound that he at once purchased 10,000 acres of land in Mason county. In the spring of 1884 he organized the Seattle Lumber Company, of which he was elected secretary. The company established one of the largest lumbering plants in Washington. Under his management some thirty miles of railroad were constructed for the purpose of reaching the timber lands of his company, and the town of Shelton was created. In 1886 he was elected president of the company, and in 1889 bought an interest in the Pacific mill in Tacoma. These industries were successfully continued up to 1890,

when the several interests were merged into the Washington Southern Railway Company and incorporated with a capital stock of \$15,000,000, the intention being to extend their road to the Straits of Fuca, and to connect with the northern and central trans-continental routes. Mr. McDonald was elected president of the company. Preliminary surveys have been made and plans are being consummated looking toward rapid construction. Mr. McDonald was also an active participant in the organization and construction of the Seattle, Lake Shore and Eastern Railroad, and acted as president for about five years, until the road was sold to the Northern Pacific Pacific company, in February, 1890.

Mr. McDonald was married in 1870, to Miss Harriette F. Felton of Bay City, Michigan. Two children have blessed this union: Donald J. and Harriette A.

Although Mr. McDonald has been interested financially in other business enterprises, his especial attention has been given to his lumber and railroad interests, in the management of which he has achieved conspicuous success. From his arrival on the Sound his faith in Seattle's future greatness has been unlimited, and he stands among the foremost to contribute to such enterprises as tend to the development and prosperity of this city of his adoption.



CHARLES F. FISHBACK, one of the representative attorneys of the Seattle bar, was born in Warren county, Indiana, July 9, 1856. His parents, General William H. and Sarah T. Fishback, were natives respectively of the States of Indiana and Ohio. The Fishback ancestry were from Holland, and were among the earliest immigrants who assisted in the foundation and settlement of Virginia. His mother, Sarah T. Fishback, was a lineal descendant of Daniel Boone, the famous pioneer of Kentucky. His father, General Fishback, was educated for the law, and in the early years of his manhood located at Olathe, the seat of Johnson county, Kansas; this was in 1859. During the war of the Rebellion he took a conspicuous part on the side of the Union; was appointed Colonel of a regiment of Kansas volunteers, which he resigned to accept an appointment as Brigadier General of the State militia, and in the later years of the war was on

the staff of Major General Curtis. General Fishback was a conspicuous figure in the civil and political history of Kansas, representing his county in both branches of the State Legislature, and being from time to time prominently mentioned in connection with the highest offices of the State.

The subject of this sketch, Charles F. Fishback, received his early education partly in the public schools and academies of Olathe and partly at the State University of Kansas. He graduated at the Poole College at Olathe, and in 1880 graduated in the law department of Washington University, familiarly known as the "St. Louis Law School," having taken the two years' course at law in a single year, and having passed both examinations with honor, and receiving the degree of LL. D. On motion of Henry Hitchcock, then dean of the faculty, Mr. Fishback was at once admitted to the bar in St. Louis, but commenced practice at Leadville, Colorado, where he was attracted by the great silver-mining excitement. He gained his first reputation as an eloquent advocate in the defense of Charles E. Bakewell, charged with the murder of two policemen who were attempting his arrest. These trials were conspicuous in the early history of Leadville, and gave Mr. Fishback such a reputation as enabled him to immediately enter upon a large and lucrative practice, though only twenty-four years of age.

After various experiences in the flush time of Colorado, Mr. Fishback removed to California in 1887, and located at Lakeport, in Lake county, where he stood at the head of the local bar, and in April, 1890, concluding that the opportunities were too limited for his ambition, decided to remove and locate either at San Francisco or Seattle. His first visit to Puget Sound settled the question of his future location, and he soon after removed to the Queen City, and established his permanent home. Soon after his arrival he was appointed Assistant District Attorney, under Colonel E. M. Carr, for the district then composed of King, Kitsap, and Snohomish counties. He soon obtained the entire confidence of his superior in office, and virtually had complete charge of the duties of the office until the end of the official term.

Mr. Fishback afterward formed a partnership in the general practice of law, with Thomas B. Hardin, and the firm was afterward strengthened by an alliance with John H. Elder. The firm of Fishback, Elder & Hardin enjoys the

confidence of the business community in a large degree, and as the gentleman composing it are men of liberal education and broad experience, the future of the firm is apt to become conspicuous throughout the Northwest.

Mr. Fishback is already a prominent figure in the politics of Washington, having been a member of every State convention of the Republican party since the organization of the State. During the campaign of 1892 he was associated with United States Senator John B. Allen in making a canvass of the leading cities of the State, and is known as one of its most eloquent and able orators.

In 1889 Mr. Fishback was married in Napa, California, to Miss Anna E. Derry, a most amiable and accomplished lady. Mrs. Fishback has taken a leading part in educational and philanthropic work in Seattle, and is prominently connected with the Bureau of Associated Charities of that city, as well as in all the social and intellectual advancement of the State.



FREDERICK A. CHURCHILL, M. D., representative among the medical practitioners of Seattle, Washington, was born in Hillsdale, Michigan, June 25, 1856. His parents, Professor C. H. and Mary (Turner) Churchill, are natives of New Hampshire, their ancestors being among the pioneer settlers of that State. Professor Churchill is a graduate of Dartmouth College. After his marriage, he moved to Hillsdale, Michigan, where he was a professor in the Hillsdale College until 1859, since which time he has been professor of astronomy in the Oberlin College, Oberlin, Ohio.

The subject of our sketch was educated at Oberlin, where he received the degree of A. B., and subsequently that of A. M. He then engaged in the study of medicine and entered the Homeopathic Medical College at Chicago, where he graduated in 1882, with honorable mention, his average being 1,286 out of a possible 1,300, at that time the highest average granted by the college. After his graduation he served one year as house surgeon of the college hospital, and a second year as lecturer and demonstrator of chemistry at the college, which position he resigned in 1884 to come to Seattle, deeming this the future city of the Northwest.

Here he immediately engaged in practice, soon became prominent in his profession, and to-day is ranked among the foremost practitioners of the city. With the change of city charter in 1890, provisions were made for the establishment of a Board of Health, and Dr. Churchill was appointed a member of that Board, the duties of which position he discharged for two years, having full charge of the sanitary affairs of the city.

Dr. Churchill is a member of the State Homeopathic Medical Society, and is president of the King County Homeopathic Medical Society, which he was actively instrumental in organizing. Socially, he is a member of the F. & A. M. Being a great student and devoted to his profession, he has neither time nor inclination to engage in outside interests.

He was married in Chicago, in 1883, to Miss Martha Blanke, a native of Hamburg, Germany, a lady of refinement and culture, and a graduate of the musical conservatories of Leipsic and Weimar. They have two children, Elsa and Frederick A., Jr. The Doctor and his family reside on Olympic avenue, in Queen Ann Town, where he has recently completed a beautiful home, with a commanding view of city, Sound and mountain scenery.



DAVID BECKETT, senior member of the firm of Beckett & Shelton, wholesale and retail grocery dealers of Vancouver, was born in Canada, July 28, 1857, a son of James and Catherine (Carberry) Beckett, the former a native of Scotland and the latter of Ireland. The mother was reared in Canada from early girlhood. The family moved from that country to Michigan in 1868, where the mother died July 18, 1874.

David Beckett, the oldest in a family of six children, was reared in Michigan. In 1888 he located in Goldendale, Washington, where he was engaged in the manufacture of sash and doors three years. At the expiration of that time he engaged in his present business, on the corner of Main and Seventh streets, Vancouver, where the firm carry a large and well-selected stock of choice groceries. Beckett & Shelton are successors to John D. Geoghegan, and their trade extends far into the interior of the county and surrounding country.

Mr. Beckett was married November 6, 1884, to Miss Anna Glick, a native of Iowa. They have three children: Mabel, Evert and Vere. In his social relations, our subject affiliates with the K. of P. He is a prominent and progressive citizen, and is ever ready to aid and encourage public enterprises that have for their object the advancement of Vancouver and of Clarke county.



HG. PEEBLES, electrician of Vancouver city's electric-light system, was born in Chesterfield, Illinois, October 26, 1869, a son of H. M. and Hattie (Smith) Peebles, natives also of that State. Our subject, the second in a family of five children, accompanied his parents to Dade county, Missouri, when twelve years of age, where he was reared to farm life. He followed that calling until 1889, when he became a resident of Vancouver, Washington, and an employe at the city's electric light plant. By reason of practical knowledge and ability in the economical handling of the city's property, Mr. Peebles was appointed to the important position he now holds in 1893. He takes no active interest in political matters, and socially affiliates with the Order of United American Mechanics.



CARLOS W. SHANE, Notary Public and City Librarian of Vancouver, was born in Cincinnati, Ohio, September 9, 1817, a son of John and Mary (Cosby) Shane. The father was born in Hagerstown, Maryland, December 29, 1785, and died June 3, 1850. His father, Henry Shane, was also a native of Hagerstown, and kept what was known in those days as a tavern. The Shane family located in Maryland early in the seventeenth century. The mother of our subject was born on Cub creek, Louisa county, Virginia, February 28, 1782, and died July 10, 1844. The Cosby ancestors were Colonial settlers of Virginia, and participated in the Revolutionary war. Zachariah Cosby, the grandfather of our subject, was a soldier of Washington's army at the surrender of Cornwallis. He was born in 1754, and died May 27, 1834.

Carlos W. Shane, the fourth in a family of six children, four sons and two daughters, received his early education in private schools, and although the educational privileges of those days were indeed meager, yet the foundation was laid for an education received later in life, through the school of experience. On his arrival at man's estate he engaged in teaching for a few years, and later learned and followed book-binding until 1846. March 4, of that year, he arrived in Oregon City, where he bound the first book ever bound in Oregon, and probably on the coast. Governor Abernethy had published an addition to Webster's spelling book, and Mr. Shane bound about 800 copies. For the first year after his arrival in Oregon he did any and all kinds of work, then engaged to Marcus Whitman to teach school, but for some reason unknown to our subject the agreement was never consummated, and then came the news of the Whitman massacre. Mr. Shane taught school for a time near Oregon City, and in 1848 drifted into boating on the Columbia river to Astoria, using a whale boat, and being fairly successful in this enterprise. In 1850 he located a claim on Lewis and Clarke river, three years later lived on the ground occupied by Lewis and Clarke in 1806-'07, and there found some of the foundation of their cabin, built in the year 1806. The trail over which they had traveled daily to and from the coast, to watch for a vessel, remained perfectly defined, and was several inches deep. Mr. Shane resided on this claim until 1857, then traveled over a large portion of the State of California, engaged in mining, etc.; in 1866 resumed teaching in this State; in 1870 took up a homestead fourteen miles northeast of Vancouver; in 1874 again visited California, Los Angeles county, and five years afterward returned to Vancouver. In 1881 Mr. Shane was appointed Deputy Auditor, filling that position two years, since which time he has been a Notary, and at the present is Librarian of the City Library.



WILLIAM HOLT BREWSTER, one of the representative and progressive business men of Vancouver, was born in England in 1844, a son of John and Hannah (Holt) Brewster, the former a native of Ireland,

and the latter of England. William, the third of six children, left school at the age of twelve years, and accompanied his father to Australia, where the latter died in 1858. Mr. Brewster then returned to the land of his birth, but two years later came to America, becoming an American citizen within twenty-four hours after landing. He enlisted in Company M, Thirtieth New York Cavalry, for the late war, and served until 1865. Although Mr. Brewster was not a direct participant in any of the noted battles, he is none the less entitled to even greater distinction. His command was always on scouting duty, as the advance guard of Sheridan's Army of the Potomac, and all old soldiers will know the danger of that branch of service, and few have a relish for the constant moving and hardships connected with scouting, or, in other words, spying upon the movements of the enemy. While at Loudoun Valley, Virginia, Mr. Brewster was captured, but by taking desperate chances made his escape to the Federal lines, thereby, if not saving his life, at least avoiding the dreaded Libby Prison.

After the close of the struggle he was employed as clerk for Lee, Bliss & Co., New York city, but six months later went to St. Louis, Missouri, and joined the Third United States Cavalry. Having a knowledge of pharmacy, which he had made a special study some years before, he was enlisted as a Steward, serving on the frontier three years. After returning to St. Louis he became a commercial traveler, next went to San Francisco, California; later engaged as clerk in a dry-goods store in Portland, Oregon, and at the breaking out of the Indian war we find him at the front, and later in charge of the post at Colville. Mr. Brewster was discharged in 1879, and for the following twelve months was employed as clerk for Captain Ainsworth, of the O. S. M. Company. In 1880 he established his present business, which is one of the largest general merchandise houses in Southwestern Washington. His stock consists of choice and fresh fruit, groceries, and delicacies of all kinds. He also carries a fine stock of hardware. Mr. Brewster was elected to the City Council in 1891, and has always taken an active interest in the general development of the city and county. Socially, he is Post Commander of the G. A. R., Ellsworth Post, No. 2, and is a member of the A. O. U. W., K. of P., and the I. O. O. F., having passed all the chairs in the last two orders.

Our subject was married at Vancouver, Washington, February 25, 1879, to Lucy L. Dupuis, and they have two children, Robert N. and William H. Mrs. Brewster had five children by a former marriage.



CHARLES E. MACFARLANE, secretary of the Michigan Lumber Company, and the P. C. MacFarlane Lumber Company, was born March 8, 1870, a son of P. C. MacFarlane. Charles was reared in Osceola county, Michigan, and at the age of thirteen years removed with his parents to Franklin county, New York. Four years later he engaged in the lumber trade with his father, and in 1887 accompanied his parents to Vancouver, Washington. From March 1, 1892, to March 1, 1893, he was junior member of the firm of Jaggy & MacFarlane, carrying a full line of dry goods, millinery, ladies' and gents' furnishing goods, etc. The business was first established by John Jaggy, who conducted it successfully until our subject became a member of the firm. Although a young man in years, Mr. MacFarlane is prominently identified with the business circles of this city and Clarke county. He has now given up merchandising and devotes his whole attention to the lumber business.

May 20, 1891, in Vancouver, he was united in marriage to Miss Annie M. Wintler, a native of Washington, and a daughter of Henry Wintler, of Walla Walla. To this union has been born one child, Edwin. Mr. MacFarlane is a man of industrious habits and many sterling qualities, strict and attentive in business matters, honorable in transactions with his fellow men, and has the respect and confidence of the entire community.



H. ST. JOHN, general agent for the Great Northern Railroad, is one of the many shrewd business men who have recently taken up their abode in Spokane, Washington.

The Great Northern completed their line into Spokane about the first of June, 1892, and August 15 established their quarters here. Mr. St. John had been in the employ of the company

about thirteen years at Grand Forks, North Dakota, and they, knowing full well his natural ability and special fitness for the position, removed him to their office in this stirring place. He has at heart the interests of the company he so thoroughly represents and will do all in his power to advance the interests of the road and make it a popular one.



FLEWIS CLARK, a business man of Spokane, was born in Bangor, Maine, June 21, 1861, only child of Jonathan G. and Harriet (Brown) Clark, also natives of Maine. His mother died in 1865. His father is still living. He was educated at Harvard University, graduating at that institution with the class of 1883. In April of the following year he came to Washington, and in December of the same year he bought a mill site of Frederick Post. In this connection he took the initiative step toward fostering that important branch of industry, and the following year he constructed the C. & C. mill and elevator, the largest flouring mill in the Pacific Northwest. In that business he was associated with F. E. Curtis, and the firm of Clark & Curtis then turned their attention to grain warehouses and established a thorough system of elevators on branch railroads centering in Spokane. The result of their steps cannot be overestimated.

In 1890, Clark & Curtis sold out to the Washington Water Power Company, since which time Mr. Clark has been more or less actively engaged in business of various kinds at Spokane.

In July, 1892, Mr. Clark was united in marriage to Miss Wyard, of Washington, District of Columbia. Their magnificent home with its picturesque grounds, situated at the foot of the precipice in Spokane, is appropriately named "Undercliff."



DR. CHARLES E. GROVE, a young member of the medical profession at Spokane, Washington, was born in New Britain, Pennsylvania, in 1863, the seventh in a family of eight children. His parents, Charles R. and Rachel (Caldwalder) Grove, are residents still of their native State, Pennsylvania, where his father is engaged in farming.

Dr. Grove received his early education in the public schools, and for two years was engaged in teaching. He then prepared himself for college at Doylestown Seminary, where he graduated in 1883, after which he entered Bucksville University. He, however, completed his classical course at Ann Arbor, Michigan, graduating in 1887, with the degree of A. B. He took two of a three years' course in medicine at Ann Arbor. He then entered Hahnemann College, Philadelphia, where he graduated April 4, 1889. He was married on the eighteenth of that month, and on the twenty-third he and his bride arrived in Spokane, where they have since made their home.

The Doctor has invested in city, country and mining property here. During the memorable fire in this city he lost heavily. In a professional way he has been very successful. He is now doing some literary work and is studying for special practice. He is secretary of both the County and State Medical Societies of the homeopathic school. He is a member of the Royal Arcanum and Chosen Friends, of both of which he is Medical Examiner. Of a genial temperament and kindly disposition, the Doctor makes friends wherever he goes and is a favorite with all who know him. He is a member of the I. O. O. F. and the Phi Gamma Delta college fraternity.

Mrs. Grove was, before her marriage, Miss Elizabeth Laning, a native of Pennsylvania, and a daughter of Rev. M. B. Laning.



NICHOLAS GEOGHEGAN.—Among the prominent mercantile houses of the city of Vancouver, is that known as the Co-operative Store, owned and conducted by the members of the Patrons of Husbandry. This house was organized in June, 1890, with a capital stock of \$900, but it now carries between \$4,000 and \$8,000 worth of goods, consisting of general merchandise and agricultural implements. The business extends throughout Clarke county and beyond. The Co-operative Store handles all kinds of merchandise, from a common sewing needle to an anchor chain, thrashing machine or traction engine.

Nicholas Geoghegan, the subject of this sketch, was born in county Galway, Ireland, July 13, 1834, the seventh child of Michael and

Mary (Southerland) Geoghegan, natives also of that country. The parents came to America in 1846, but returned to the land of their birth the same year, and again, in 1851, emigrated to America, locating in New York city. From 1854 until 1860, our subject resided in Australia, engaged in mining operations, and from 1861 until 1873 followed farming and merchandising in Wisconsin. In the latter year Mr. Geoghegan removed to Washington county, Oregon, where he followed the same occupation several years, and in 1884 took up his residence in Clarke county, Washington. He was engaged in general merchandising until appointed manager of the Co-operative Store. He is also identified with the fruit culture in Clarke county, owning twenty-one acres of land near Vancouver, twelve acres of which are devoted to prunes, and three acres to a general variety of fruit and berries.

June 29, 1869, in Wisconsin, our subject was united in marriage to Miss Mary A. Lavy, a native of New York. They have had ten children, eight now living, namely: Mary J., Catherine S., Thomas M., Isabel A., Margaret G., Ann R., Thomas F. and John D. Two daughters are deceased. By a former marriage Mr. Geoghegan had four children, but all are now deceased. In national politics, our subject votes with the Republican party, although not an active participant in political matters. Socially he is a member of the A. O. U. W., the Hibernian Benevolent Association, and of the Patrons of Husbandry.



SAMUEL DAVENPORT, an honored pioneer of Washington, who now lives in retirement in Bucoda, enjoying that peace and prosperity which is the result of early and well directed efforts, is a native of New York State, born in Delaware county, June 2, 1825. He is of good old New England stock, his parents, Erastus and Parmelia (Dayton) Davenport, having been born in Connecticut and descended from early and prominent settlers of America. His parents were married in New York State, where they passed their lives on a farm, esteemed and respected by all who knew them.

The subject of this sketch was reared on the home farm until he reached the age of seven-

teen, when he was apprenticed to learn carpentry, at which he served his time, and which trade he continued to follow continuously while in New York State. April 27, 1850, induced by the glowing accounts from the El Dorado of the West, Mr. Davenport sailed from New York city, landing at the Isthmus of Panama in due course of time. He went up the Chagres river to the head of navigation, and thence to the Pacific Ocean on foot, where he remained three weeks, waiting for a steamer in which to pursue his way to San Francisco. At last he set sail and arrived at his destination July 12, 1850. He here soon secured carpenter work, but tiring of that place he started, August 1, 1850, in the sailing vessel, the bark Success, for Portland, Oregon, at which place he arrived August 12, the same year. He here followed his trade until 1851, when he went to the Rogue river mines and thence to the Shasta mines in California, in which latter camp he remained until December, of that year. He went then to Trinidad, California, and there took passage on a steamer bound for Portland, whence he proceeded to Puget Sound, arriving at Olympia in January, 1852.

He soon afterward settled on a donation claim of 320 acres on the present site of Tenino, where he spent part of his time, also residing occasionally in Olympia. At the outbreak of the Indian war, in 1855, he enlisted in a company of Puget Sound rangers, under command of Captain C. Eaton, in which he served efficiently until the close of hostilities. He then returned to his farm, on which he remained until 1861, at which time he started on a mining expedition to Cariboo, British Columbia, and visited all the Fraser river mines. In 1864 he once more returned to Thurston county and his farm, continuing to reside on his homestead until 1866, when he again started for the mines. This time he went to Helena and Deer Lodge, Montana, and prospected in all the mining centers at various times until 1873, when he once more retraced his steps to Tenino, and resumed his work on his farm. He continued to be thus engaged, when he sold out and took up his abode in Bucoda as a retired citizen, and here he has ever since resided in the enjoyment of freedom from care and the universal esteem of his fellow men.

Mr. Davenport has served his constituents faithfully and well in several official positions of honor and responsibility. He was for some

time County Commissioner of Thurston county and he also made an efficient Deputy Sheriff under Sheriff Billings. Fraternally, Mr. Davenport is a member of the Masonic order and the I. O. O. F. He assisted in organizing the first Odd Fellows' meeting ever held in Olympia or the State, and at present belongs to Olympia Lodge, No. 1, F. & A. M., also Olympia Lodge, No. 1, I. O. O. F. Mr. Davenport has never married. With the knowledge of a life well spent and many years of usefulness before him, he has the best wishes of all for his future prosperity and happiness.



EDMUND L. CANBY, cashier of the First National Bank of Vancouver, and one of the city's most progressive citizens, was born in Wilmington, Delaware, May 8, 1848, a son of Edmund and Mary (Price) Canby, natives of Delaware and Maryland, respectively. The father died in 1848, and the mother survived until 1886. They were descended from Quaker ancestors, who were among the early Colonial settlers of New England.

Edmund L. Canby, the youngest in a family of ten children, completed his education in his native State in 1864, after which he was employed as clerk in a lumbering business several years. He was next employed in a flour mill, and in 1877 became assistant to his brother, Major James P. Canby, Paymaster in the United States Army, after which he made his home at Portland, Oregon, until July, 1883. Mr. Canby was then elected cashier of the First National Bank of Vancouver, which was incorporated in July, 1873, with a capital stock of \$50,000, and the following officers: Louis Sohus, president; David Wall, vice-president; and E. L. Canby, cashier. At the close of 1892 the statement of the bank's condition shows a capital of \$100,000 and \$20,000 surplus, with the same officers except the president. After many years of able management Hon. Louis Sohus retired, and Charles Brown was elected to the presidency. The present Board of Directors are: Charles Brown, David Wall, L. M. Hidden, S. P. Jocelyn and E. L. Canby. Mr. Canby has been closely identified with the best interests of Vancouver and Clarke county since his advent into its business circles, and many of the important enterprises have had his support from a finan-

cial standpoint, and have also been brought upon a self-sustaining basis through his energy and progressive views. Among these may be particularly mentioned the Vancouver, Klickitat & Yakima Railroad, of which he was one of the incorporators, being in fact the chief promoter of that important enterprise. It was in a large measure through his efforts that the first five miles of grading was done and the ties laid ready for the rails. At about that time, however, the enterprise, or controlling interest, passed into other hands, and the line has since been completed and equipped to the distance of twelve miles. Mr. Canby was one of the promoters and is now treasurer of the Vancouver Driving Park Association; owns real estate in this city, and has a beautiful residence on the corner of Main and Twelfth streets.

June 23, 1884, he was united in marriage to Miss Frances Burnside, a native of Oregon, and the eldest daughter of D. W. Burnside, an old and respected Oregon pioneer. He came to the Pacific coast, via the Panama route, in 1850, and his death occurred in 1887. Mr. and Mrs. Canby have four children: Edmund B., born December 11, 1884; Margaret L., February 14, 1886; Jocelyn D., June 20, 1890; and Mary, August 7, 1891. Mr. Canby is a member of no orders or clubs, and after business hours he finds his chief pleasure at home, surrounded by his family.



NORMAN BUCK, formerly a law practitioner of Spokane, was born in Erie county, New York, in 1833, a son of Isaac F. and Eliza (Kimball) Buck, the former a native of Vermont and the latter of Connecticut. The father was a manufacturer by occupation. Norman took a preparatory course in the Warrenville Seminary, in Illinois, and also took a classical course in the Lawrence Seminary at Appleton, Wisconsin, graduating at the latter institution in 1859. He next took a law course at Albany, New York, where he graduated in 1861, and was admitted to practice in all the State courts the same year. In 1862 Mr. Buck joined the Seventh Minneapolis Infantry, as private in the Army of the Cumberland, under A. J. Smith. He fought the Sioux Indians for one year; in the fall of 1863 went to St. Louis; took part in an engagement

under General Forrest at Tupelo, Mississippi, and in the campaign against General Price's command in Missouri; took part in the battles of Nashville and Mobile; and was discharged at Fort Snelling, Minnesota, in 1865. He served three years, and held the position of Captain at his discharge.

After the close of the struggle Mr. Buck removed to Winona, Minnesota, where he was appointed Probate Judge, Prosecuting Attorney, and United States Attorney for the Territory of Idaho. In 1879 he was appointed Associate Justice of the Supreme Court of the same Territory, and in 1884 was re-appointed by President Arthur. He came to Spokane Falls, Washington, in 1888, where he was engaged in the general practice of law until 1893, when he was elected Superior Judge. He has a very handsome residence in this city, where he is surrounded by an interesting family of children and many friends.

In 1863, when home on a furlough, Mr. Buck was united in marriage with Miss Francena M. Kellogg, who was born in Cortland county, New York. Her parents emigrated with their children by the "prairie schooner" train to Wisconsin while she was yet a babe in their arms, and her early years were spent on the farm some thirty miles from Milwaukee. She graduated at Lawrence University with its first class in 1857, taught for two or three years, and then for a time was bookkeeper and cashier for a business house in Chicago, being the first woman to occupy such a position in that city, and probably in the world.

Soon after her marriage she served, under Mrs. Annie Whittenmyer, of the Christian Commission, in various hospitals of the South, while her husband marched in the ranks. She assisted him in the preparation of the rolls for mustering out his company, which was discharged in St. Paul, Minnesota, and after the close of their service in the war they settled in Winona, Minnesota.

She was early interested in the work of the Woman's Foreign Missionary Society, when that society was organized in her church, and she entered heartily into the temperance reform in "crusade days," and in these reforms she is still engaged. Her parents were believers in total abstinence, having been influenced to take that stand by the late Colonel Railey of Rochester, New York, some ten years before she was born.

Mr. and Mrs. Buck have three children: W. S., aged twenty-four years, is a law student in his father's office; Fritz J., aged twenty years, is a medical student; and Nathan K., aged seventeen years. Socially, Mr. Buck is a member of the Odd Fellows, the G. A. R., Woodmen of the World, and the Knights of Pythias. Religiously, the family are members of the Methodist Church. Our subject attended the General Conference of the church at Philadelphia in 1884, and also represented his church at the annual Columbia River Conference held in that year. Personally, the Judge is a good conversationalist and a very pleasant gentleman.



DR. ERNST T. HEIN, a practicing physician at Spokane, Washington, is a native of Germany. He was born in 1856, third child of Julius and Ernstine (Beusgen) Hein, both natives of Germany and still residents of that country. His father is a minister in the Lutheran Church.

At the age of seventeen the subject of our sketch came to the United States and located in Baltimore, Maryland, where he engaged in the drug business and began the study of pharmacy, completing his course and graduating in 1880. He then engaged in business for himself. In 1885 he commenced the study of medicine, entered the Baltimore Medical College, and graduated at that institution in 1888, after which he practiced medicine in Baltimore a year and a half. In August, 1889, he came to Spokane and at once entered upon a professional career here, which thus far has proved a successful one. He has identified himself with both the State and county medical associations, and during the few years of his residence in this city he has made many warm friends. Politically, he is a Republican.

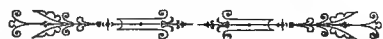
Dr. Hein was married, in 1875, to Miss Rachel I. Sroud, a native of Maryland. They are members of the Lutheran Church.



DR. WALTER T. WEBB, one of the prominent physicians in Spokane, Washington, although young in years, is one of the oldest in actual practice here.

Dr. Webb was born in Kentucky in 1860, youngest of three children in the family of John and Jennie (McWhorter) Webb, natives of Kentucky. His father, an architect, died during the late war. The mother is still living, and is now a resident of Seattle. Of his maternal grandfather, James McWhorter, we record that he moved to Texas about 1850, settled in the northern part of the State, built the first house in Sherman, and there passed the rest of his life and died. The subject of our sketch received his early education in Memphis, Tennessee, and in 1880 began the study of medicine at Omaha, Nebraska, where he graduated in 1884 and where he practiced his profession one year. He then came to Washington and has since been identified with the medical profession of Spokane, having established an extensive and lucrative practice here. He helped to organize the Board of Health at this place, and was its first president, serving during the years of 1890 to '92. He was also County Physician during that time. He has been attending physician of the Gonzaga College, and is now one of the physicians of the Sacred Heart Hospital. An earnest and enthusiastic student of his profession, he gives it his undivided attention. He is a member of the Spokane County Medical Society.

Dr. Webb was married in 1887, to Miss Nora Flaming, a native of Nebraska. They are members of the Catholic Church.



WH. METCALF, a prominent attorney of Vancouver, was born at Trenton, Grundy county, Missouri, December 31, 1865. His paternal ancestors are of English extraction, they having first come to this continent as English soldiers. William Metcalf, the great-grandfather of our subject, was a Captain in the English army, and fell at the Braddock defeat. Many of his descendants participated as patriot soldiers in the war of 1812. Daniel Metcalf, the father of our subject, was the first white male child born in Grundy county, Missouri, was well-known throughout the State as one of the ablest attorneys, and was also a prominent leader in politics. He died January 4, 1880. His widow, *nee* Mary A. Crews, now resides at Corpus Christi, Texas, where she owns and edits the Sun.

W. H. Metcalf attended the public schools of his native State, and completed his collegiate course at the State University in 1884. Previous to that year, however, he had been a student in pharmacy, and although not a graduate was for several years connected with the drug business. But Mr. Metcalf was inclined to the profession of his father, and made rapid progress in study in the office of Judge Harber. He was admitted to the bar in 1888, was then engaged in the practice of his profession at Chillcothe one year, was at Denver, Colorado, for a time, later at Boise City, Idaho, and next at Corpus Christi, Texas. During the period between 1888 and 1891 Mr. Metcalf was connected with journalism, having served as local editor of the Lamar (Colorado) Sparks two years. In 1891 he permanently located in Vancouver, Washington, and associated himself with his brother, Joseph W. Metcalf, the partnership continuing until January 1, 1893.

November 29, 1888, at Kansas City, Missouri, our subject was united in marriage with Miss Bessie Welch, a native of Missouri. In political matters, Mr. Metcalf is a staunch Democrat.



HON. JAMES A. MUNDAY, one of the able and prominent attorneys of Clarke county, was born in Hancock county, Kentucky, August 14, 1843, a son of Redmond F. and Martha L. (Hamilton) Munday, the former a native of Virginia and the latter of Kentucky. The paternal ancestors are of English extraction, and their advent on this continent was during the first settlement of Virginia. From this State the grandfather of our subject removed during the early boyhood of his only son to become one of the substantial citizens of Tennessee. The maternal ancestors of our subject, the Hamiltons and Russells, were of Scotch and Irish stock, and have given their courage, energy and ability to the development of Kentucky, since its early settlement.

James A. Munday, the subject of this sketch, was educated in the county schools of the neighborhood, at Greenville Academy and at Georgetown College, Kentucky, where his course was interrupted by the Civil war in the winter of 1861-'62. He soon afterward joined a number of his neighbors, who made their way through the military lines and enlisted in the Confeder-

ate army. He served in the Tenth Kentucky Cavalry, was soon promoted to Lieutenantcy and afterward entrusted with the command of his company. He participated in all of the many engagements of his command until his capture, after which he suffered a long imprisonment.

After returning home, at the close of hostilities, he took a course of lectures at the University of Law in Louisville, Kentucky. In 1867 he was elected clerk of the Hancock Circuit Court. He was shortly afterward chosen Assistant Secretary of the State Senate, and re-elected two years later. Mr. Munday began the practice of his profession at Hawesville, the seat of his native county, and in 1870 removed to Owensboro, in Daviess county, where, after practicing a year in partnership with Hon. George W. Williams, he was appointed Master in Chancery of the Daviess Circuit Court. His health becoming poor in sedentary pursuits, he retired after four years' service, purchased, with Mr. Thomas S. Pettit, a half interest in a stave factory with a large body of timber land and engaged in the manufacture of staves. On closing out that business he established the Owensboro Messenger, a weekly newspaper, which proved successful from the beginning. In the following year this paper was consolidated with the Examiner, its flourishing rival, conducted by Mr. Lee Lumpkin, and the new paper proceeded on its successful career, as a weekly and tri-weekly journal, with Mr. Lumpkin as manager and Mr. Munday as senior editor and Mr. C. W. Bransford as junior editor. In 1880 Mr. Munday sold his stock in the paper, retired from the business and was elected to the State Senate for a term of four years, during which as chairman and member of leading committees he took an active part in the important legislation of both sessions.

On the accession of Mr. Cleveland to the presidency Mr. Munday was appointed Special Agent of the General Land Office and was assigned, at his own request, to the Territory of Washington, where he had already intended to locate. After a vigorous and successful administration of this office, until the fall of 1889, he resumed the practice of law, remaining at Vancouver. He received the Democratic nomination for Superior Judge for the district composed of Skamania, Clarke, Cowlitz, Wahkiakum and Pacific counties, but was defeated at the fall election of that year with the rest of his ticket, though by a much smaller majority. He

was a delegate from his State to the National Democratic Convention at Chicago in June, 1892. As one of the two nominees of the Democratic State Convention of September, 1892, he ran for Representative in Congress at the November election, but again shared the Democratic defeat and demonstrated his strength in his own and neighboring counties.

During his residence in Owensboro, Kentucky, Mr. Munday joined the Knights of Pythias, the Masons and the Odd Fellows, afterward becoming a Past Chancellor and Representative in the Grand Lodge of Knights of Pythias.

While devoting his time to his professional business he has given occasional attention to the development of fruit lands, and holds, jointly with John O'Keane, several hundred acres of dairy and fruit land on the Columbia and Lake rivers in Clarke county. He has been largely identified with the best interests of his county and ever ready to encourage public enterprises. He is a cultured gentleman of genial disposition, though retiring and undemonstrative in manner, and enjoys the highest confidence of those who know him best.



HON. L. B. CLOUGH, one of Clarke county's prominent and progressive citizens, was born in Vermont in 1850, a son of Storrs S. and Alma (Allen) Clough, natives also of that State, and both now deceased. The maternal ancestors of our subject were from England, and came to America about 1650, locating in Massachusetts. Thaddeus Clough, from which branch of the family our subject is descended, located in New Hampshire in the early part of the eighteenth century, and was a patriot soldier in the war of 1812. The grandfather of Mr. Clough, also named Thaddeus, was born in that State, but was an early settler of Vermont. The Allens were early and influential settlers of Massachusetts, and descendants of Ethan Allen. Mr. and Mrs. Storrs Clough had three children, of whom L. B. was the eldest child. After the mother's death, in 1854, the father was again married, and to that union were born three sons and two daughters. He departed this life in 1883.

L. B. Clough came to Washington in 1877, where he has followed various occupations. In

1884 he was elected Sheriff of Clarke county, four years later became a member of the State Legislature, in 1889 was elected a member of the State Senate, serving three years, was connected with the City Council of Vancouver in 1887-'88, is a member of the board of directors of the Commercial Bank of this city, and a stockholder in the First National Bank. In addition to his other interests, Mr. Clough is also engaged in fruit culture, owning ten acres of prune orchard near Vancouver, which gives good returns. The fruit culture in Southern Washington is rapidly assuming a place as one of the leading industries of this section. All fruits mature here to perfection, the soil and climate both unite in forming the most favorable condition for their growth, and many of the farmers are now identifying themselves with this branch of industry.

Mr. Clough is a staunch and active Republican in political matters, and socially, is a member of the Masonic order, having passed all the official chairs in the blue lodge.



MAJOR M. C. HENSLEE, a real-estate dealer of Vancouver, was born in Jackson county, Tennessee, July 9, 1827, a son of John Henslee, a native of North Carolina and a farmer by occupation. He located in Polk county, Missouri, in 1835. His ancestors came to America from England early in the seventeenth century. The mother of our subject, *nee* Matilda Kemp, was also a native of North Carolina. The parents both died in the same year, in 1872.

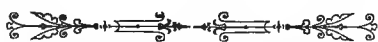
M. C. Henslee, the third of four children, and the only son, was early inured to farm life, and followed that honorable calling until 1861. He then entered the Federal army, was first attached to the Third Missouri Cavalry, served as private eleven days, then held a Captain's commission until 1864, and in that year was promoted to the rank of Major. He served with distinction until the close of the war, and participated in many battles of the Southwest, but was more prominently identified with guerrilla warfare in Missouri. Major Henslee was wounded at the battle of Springfield, Missouri, in 1863, but soon recovered and resumed his command. He participated perhaps in one of the worst guerrilla engagements connected with

his war record. The fight occurred on Spring river, Jasper county, Missouri, near French Point. His command at that time was divided into three detachments, and, in order to more favorably intercept the notorious guerrilla band commanded by Livingston, took different routes. The Major's squad consisted only of fifty-four men. He gave orders to the other detachments to meet at a given point and report quickly on hearing any firing, but before reaching the designated rendezvous known as French Point he came upon the enemy. Giving the alarm of four distinct shots, he followed, but failed to find them where he expected, they having retreated a distance of one mile, and laid in ambush for the hated Yankees. With no other alternative, he charged the enemy, in hopes of soon having reinforcement from the other squads. The ground was well selected and very favorable to the enemy. Leaving his command in charge of Captain Cozart, with instructions to lead the men rapidly to the attack, Major Henslee rode to the top of the hill to signal the others to join him. But the firing caused his horse to scare, and in his effort to hold him the curb-chain broke and he became unmanageable. The horse took his own course, which led him past the advanced guard, but, though having no control over the animal, Major Henslee managed to convey his orders to them to advance to the top of the hill and join in the attack. Just at this time a volley from the enemy killed two horses and one man near his side. He was carried through the enemy's midst, was shot at several times, but fortunately was unhurt. After getting to the rear of the enemy his horse became tired, and he started to join his command. Not knowing the exact route, he again found himself in the enemy's midst, but succeeded in gaining the top of the bluff, and beheld his own men dismounted and in full retreat, apparently panic-stricken. Pushing on toward his men he checked their flight, and about the same time heard the guerrilla chief order his men to dismount. As soon as the order had been executed the retreating blue coats made a final charge and became the victors, completely routing and scattering the enemy, captured their horses, and thus reversed the situation!

Major Henslee was mustered out of service at St. Louis, Missouri, April 13, 1865. He soon afterward returned to his old home, was subsequently engaged in mercantile pursuits three

years, and later became connected with the drug trade at Modena, Mercer county, Missouri. In 1871 he came to Clarke county, Washington, where he again became a tiller of the soil, but since 1876 has been a resident of Vancouver, and engaged in the real-estate business. Major Henslee owns twenty-four acres of valuable fruit property near this city, and his orchard will probably yield fifty tons of green fruit the present year. He also owns city property.

In May, 1850, in Missouri, our subject was united in marriage with Miss Leanah Metcalf, a native of Kentucky. They have had eleven children, six of whom are now living,—Cordelia J., Margaret E., Emmett A., Edward F., Bedford A. and Charles N. Cordelia is now the wife of James Lewis, and Margaret is now Mrs. T. J. Crawford. The deceased children are: James W., who died September 23, 1864; John W., January 15, 1855; Matilda C., May 16, 1863; Cosby A., July 16, 1863; and Ella W., April 12, 1876. In his political relations, Major Henslee unites with the Republican party; and socially he is a member of the G. A. R.



DR. DEWITT C. NEWMAN, Spokane, Washington, was born in Logan county, Ohio, in 1857, being the eldest of the six children of Aaron M. and Margaretta (Miller) Newman, natives of New York and Pennsylvania respectively. His grandfather, Abner Newman, was a pioneer Methodist preacher and was of English descent, the Newmans having come from England to America previous to the Revolution and settled in New York. Grandfather and grandmother Miller were of Irish and German ancestry respectively, and were natives of Pennsylvania. When Aaron M. Newman was three years of age his parents moved to the Northwest Territory, this being before Ohio was formed into a State. There he grew up to manhood and engaged in school teaching and farming. He died in 1876 and his wife in 1891.

The subject of our sketch received a high-school education at Quincy, Ohio, and in 1879 began the study of medicine under the instruction of Dr. B. M. Sharp at Sidney, Ohio. The following year he entered the Starling Medical College, at Columbus, at which institution he

graduated in 1882. He then came West, entering the Cooper Medical College, San Francisco, and graduated with the class of 1883, after which he at once began the practice of his profession in that city. A year later he went to Australia and located at Cobar, New South Wales, soon afterward being appointed Government Medical Officer for the district and Surgeon to the Cobar Hospital and Cobar Copper Mining Company. These positions he filled for three years, and during that time also conducted a large private practice.

Upon his return to America, Dr. Newman took a post-graduate course in the New York Polyclinic. He then went to Paris and was engaged in hospital practice there, thus availing himself of every means to enlarge his knowledge of the various diseases and perfect himself in his profession. He returned from Europe in December, 1888, and in January, 1889, located at Davenport, this State. Soon afterward he came to Spokane, where he has since been conducting a general practice. His professional career has been one of marked success. He has been Secretary of the Washington Medical Society of Spokane county since its organization, and is also a member of the American Medical Association and of the Medical Society of Southern California.

In political matters the Doctor is Democratic, being an active worker in the ranks of his party. He owns property in Spokane, and is thoroughly identified with the best interests of the place. He is a member of the I. O. O. F. and of the Knights of Pythias, and he and his wife are both members of the First Methodist Episcopal Church.

In 1889 Dr. Newman was married to Miss Mary V. Nickey of Muncie, Indiana. They have one daughter, Marguerite.



EM. GREEN, one of the leading lawyers of Vancouver, was born in Delaware Company, Indiana, February 10, 1863, a son of Amos H. and Sarah (Spurgeon) Green, the former a native of Pennsylvania, and the latter of Ohio. The parents located in the State of Iowa as early as 1845.

E. M. Green, the second in a family of seven children, was reared and educated in Linn county, and his early life was devoted to farm-

ing and merchandising. His legal education was received in the law department of the State University of Iowa City, where he graduated in 1888, and in the same year came to Vancouver, Washington. After locating in this city, Mr. Green taught school during the winter, and the following spring opened an office, since which time he has enjoyed a large and lucrative practice. He has no other interest outside of his professional duties, and consequently is a law student in the full sense of the term. Politically, he is an active worker in the People's party, and socially is Recording Secretary of the O. U. A. M.

In May, 1891, Mr. Green was united in marriage with Miss Eva J. Vanslyke, a native of Illinois.



EDWARD YATES, one of the prosperous farmers of Lewis county, Washington, was born in Frederick county, Maryland, in the year 1834. In 1846 he emigrated with his parents from Maryland to Ogle county, Illinois, where he remained until 1852. his boyhood days being spent upon a farm. In 1852 he joined the throng of emigrants who were seeking homes in the far West, and in due time landed in Lewis county, Washington, where he has since been an honest tiller of the soil.

Mr. Yates married Sarah Garrison, a native of Henry county, Iowa. Mrs. Yates crossed the plains with her parents from Iowa when she was four years old, and for five years they made their home in Polk county, Oregon, after which they removed to Lewis county, Washington. Mr. and Mrs. Yates have five children: Nancy, Charles, George, Frank and Edward



COL. JOHN W. FEIGHAN, a prominent member of the Washington bar and a resident of Spokane, has been identified with the interests of the Northwest since 1888.

Colonel Feighan was born in Buffalo, New York, in 1845, the fifth in a family of eleven children. His parents, Patrick and Catherine Feighan, were natives of county Mayo, Ireland, and his mother was a cousin of Archbishop John McHale. They emigrated to America in

1831 and located in Canada, his father being engaged in surveying for the British Government. From Dundas county, Upper Canada, they moved to Buffalo, New York, at which place the subject of this sketch first saw the light and spent his earliest years. In 1852 the family moved West and located just below Cincinnati, and from there, some time later, going to Boone county, Kentucky.

Young Feighan obtained a country-school education, and when the war broke out, his parents having died, he entered as a private in Company K of the Eighty-third Indiana Regiment, and was attached to the Second Division, Fifteenth Army Corps. He was so young when he sought military hardship and honor that it was with difficulty he obtained entrance into the regiment. To give an account of all the marches, skirmishes and battles in which he participated would be to outline the greater part of the war. Suffice it to say he was ever found at the post of duty acting the part of a brave soldier, that he marched with his regiment 4,700 miles, was under fire 213 days, and that the principal engagements in which he participated were the siege of Vicksburg, the battles of Chickasaw Bayou, Jackson, Mississippi, Tusculum and Missionary Ridge, the Atlanta campaign, and the famous march with Sherman to the sea. He was honorably discharged in July, 1865, with the rank of Second Lieutenant, being then twenty years of age.

At the close of the war he entered Miami University at Oxford, Ohio, and graduated there in 1870. Two years later he graduated at the Cincinnati Law School. During this time he was obliged to teach school in order to defray his college expenses. He then practiced law in Owensboro, Kentucky, until 1880, and during that time was a candidate for Presidential elector, and also for member of Congress. From 1880 to 1888 he was a resident of Emporia, Kansas, and while there was three times elected Prosecuting Attorney, served on the Governor's staff as Judge Advocate General, N. G., and was Commander of the G. A. R. for the department of Kansas.

Since 1888 Colonel Feighan has been a resident of Spokane. Shortly after his arrival here he was elected City Attorney. He is a firm and conscientious Republican. He was a member of the first Legislature of the State of Washington, and was elected Speaker of the House of Representatives without opposition, a

position he filled to the entire satisfaction of his constituents. No man is better known throughout the State than he, and none has greater popularity. He is a most eloquent speaker, and during political campaigns his services are always in great demand. He is greatly in love with his profession and follows it closely, taking more pleasure in its pursuit than in all the honors and successes achieved in other fields.

Colonel Feighan was married, in 1872, to Miss Fannie T. Moore, a native of Kentucky, and has an interesting family of four children: Catherine M., Frank M., Susie L. and Mary Grace, ranging in age from fourteen to three years.

The Colonel is a Royal Arch Mason, a Knight of Pythias, and a member of the G. A. R.



NEWLAND, BERRY & CO. are real-estate dealers, insurance brokers, surveyors and conveyancers of legal documents at Chehalis, Washington. The individual members of the above firm are J. T. Newland, City Treasurer; S. H. Berry, land agent; and A. Rainey, Notary Public. This well-known bureau was first established in 1883, under the style of Berry Brothers, Captain James T. Berry, now deceased, being the senior and leading member. The latter was one of the most prominent and progressive men of the city, where he resided from 1872 until the time of his demise. He was a civil engineer by occupation, served as County Surveyor, and also filled the city's civic chair in 1889. The present firm was established in 1892, and they do a general real-estate business, handling some of the choicest land in Lewis and adjoining counties; also buy and sell city property, locate loans, pay taxes, take charge of property for non-residents and represent a large number of the best fire companies.

Samuel H. Berry was born in Osage county, Missouri, August 22, 1849, a son of John and Margaret (Galbreath) Berry, natives of Kentucky, and both descendants of colonial settlers. Captain John Berry, the father of our subject, was a soldier in the famous Black Hawk war, and the family were a well known and influential one in Kentucky during the latter part of the seventeenth century. Grandfather Richard Berry partially reared the mother of our illus-

trious and martyred President, Abraham Lincoln. Captain John Berry was a Missouri pioneer of 1833, and his death occurred in 1853. His wife survived until 1872, when she also passed to the higher life.

Samuel H. Berry was reared and educated in his native State, where he was engaged in teaching many years, and during that time also made civil engineering a special study. In 1872 he was elected County Surveyor of Osage county, and in 1876 was again elected to that office. In May, 1881, he came to Chehalis, Washington, on a Government survey, in which he was employed three years, although in 1882 he was elected County Surveyor for a term of two years. Mr. Berry also followed teaching in this county; in 1884 was elected County Auditor, re-elected in 1886; in 1889 was a member of the Constitutional Convention, and in 1888 was also appointed Chief Clerk in the Surveyor-General's office.

Politically, Mr. Berry affiliates with the progressive wing of the Democratic party, and socially holds a membership in the Encampment degree of the I. O. O. F., of which he has been District Deputy Grand Master, and is also District Deputy of the A. O. U. W.

December 24, 1872, he was united in marriage to Miss Ida B. Rainey, a native of Missouri, and a daughter of Dr. L. Rainey, an early pioneer of North Carolina and Missouri. Mr. and Mrs. Berry have had three children: Maggie Isabel (deceased), Maud P. and John L.



JOHN O'KEANE, County Commissioner of Clarke county, was born in county Limerick, Ireland, June 10, 1824, a son of James and Catherine O'Keane, natives also of that country. The parents emigrated to America in 1847, locating in La Salle county, Illinois, where the father engaged in farming.

John O'Keane, the second of ten children, followed various occupations, principally public work, until October 1, 1862, when he became assistant clerk in the United States Quartermaster's Department, in Vancouver. He also had about eighteen months' experience in mining in Idaho, was bookkeeper for the firm of Crawford & Co. about five years, served as County Auditor from 1871 to 1875, two years later was appointed Indian Agent at Tulalip,

this State, until 1882; after his return to Vancouver served as Deputy Auditor two years, and in 1885 was appointed Receiver of the United States Land Office in this city, remaining there four years. In 1889 Mr. O'Keane embarked in the real-estate business in this city, and in 1890 was appointed Notary Public. He buys, sells and handles real estate on commission, and represents several of the best fire-insurance companies. In November, 1892, he was elected County Commissioner of Clarke county. Mr. O'Keane is jointly interested with Hon. J. A. Munday in farm and fruit land in this county, and he also owns city property.

In Vancouver, February 10, 1867, our subject was united in marriage with Miss Mary Cunningham, a lady of Irish birth. They have one son, James J., who assists his father in the transaction of the office business. In political matters, Mr. O'Keane is a stanch and steadfast Democrat, and takes an active interest in political issues. The family are consistent members of the Catholic Church. Our subject is a worthy and conscientious citizen, and one who has the confidence and respect of the entire community.

HARVEY H. GRIDLEY, a prominent and well-known citizen of Vancouver, was born in Tioga county, New York, May 2, 1831, a son of Charles and Harriet (Hart) Gridley. The father was a native of Connecticut, and a relative of Colonel Gridley, who came to America as early as 1717. The mother was born in New York, and was a member of the early New England families. Mr. Gridley died September 6, 1847, and his wife in 1874.

Harvey H., the youngest of four children, moved with the family to Kendall county, Illinois, in 1845, where he was reared to farm life, but later took up the carpenter's trade. He followed both occupations many years. In 1871 he came to Vancouver, Washington, where he was connected with the furniture trade many years, but is now retired from active business life. He owns thirty-eight acres of land near the town, twenty acres of which is devoted to fruit trees, principally prunes, with a small garden, etc., and has also city property. Mr. Gridley is identified with the Prohibition party, has served as Justice of the Peace, has been a mem-

ber of the City Council of Vancouver and takes an active interest in educational matters. Socially, he is a member of the A. O. U. W., in which he has passed all the official chairs.

In Illinois, December 10, 1856, our subject was married to Miss Amanda E. Cook, a native of Portland, Maine. The Cooks were among the early and influential settlers of that State. Mr. and Mrs. Gridley have two children: Charles C., who was engaged with his father in the furniture business, but now conducts an abstract bureau in this city; and Emma G., wife of W. J. Higgins, a prominent farmer of Clarke county. The family are member of the Methodist Episcopal Church. Mr. Gridley has been prominently identified with the best interest of the county and city for many years.

JOHAN C. BECKER, senior member of the firm of Becker & Johnson, proprietors of the planing mill and box factory on the corner of Seventh and K streets, Vancouver, was born in Auburn, New York, November 1, 1851, a son of John Becker, a native of New York city. He was a member of one of the early families of that State, and both the paternal and maternal ancestors of our subject antedate Revolutionary days on this continent. The mother of our subject, *nee* Maria Palmer, was also a native of New York, and descended from one of the old New England families.

John C. Becker, the eighth in a family of eleven children, eight sons and three daughters, removed with his parents to Columbia county, Wisconsin, in 1857, where he was reared and educated. He subsequently located in Lancaster county, Nebraska, afterward in Iowa, Dakota and Minnesota, where he followed the carpenter's trade. In 1882 he came to Vancouver, Washington, and in 1889 established a box factory, leasing the power from an old planing-mill plant until 1892. In the latter year he purchased an interest in that enterprise, and the two factories are now operated from the same power, although separate property. The mill is well equipped with the best machinery, molding machines, cross-cut and band saws, planers, lathes and joiners, and they manufacture moldings, shingles, brackets, doors, blinds, sash, etc., and do scroll-sawing. The business is largely

local, although twenty per cent of the trade extends into Oregon, and they employ in all eleven men.

Mr. Becker was married in Nebraska, March 9, 1874, to Miss Martha S. Piper, a native of Ohio, and they have three children: Mary E.; John E.; and Lydia M., now deceased. Our subject affiliates with the Republican party, although he takes no active part in political matters. Socially, he affiliates with the O. U. A. M. and the Chosen Friends.



JOSEPH A. C. BRANT, one of the prominent and progressive citizens of Vancouver, was born in Clarke county, Washington, October 28, 1854, a son of Joseph Brant, a native of Bavaria, Germany. The latter emigrated to the United States in 1833, locating in Ohio, but in 1852 crossed the plains to Washington. He located on a claim of a half section near the city of Vancouver, where he resided until his death in 1873. The mother of our subject, *nee* Louisa F. Berget, was a native of the Buckeye State, and survived her husband until 1890. They were the parents of thirteen children, ten of whom are still living.

Joseph A. C. Brant, the fourth child in order of birth, completed his education in the Catholic school of this city, in 1869. He then learned the printer's trade, and has since worked on all the journals of this city, among which are the old Vancouver Register and Independent. Since 1890 he has served as foreman of the Columbian. Prior to that date, however, Mr. Brant had been in the employ of the United States Government as printer about eight years, and was in charge of the printing-office as contractor during five years of that period. Was also in the employ of the Oregon River and Navigation Company at Celilo, Oregon, two years; in the United States Quartermaster's Department from 1871 to 1882; served as a member of the City Council from 1891 to 1893, and during that time was a member of some of the most important committees connected with the city's finances. From 1891 to 1893 he was also Chairman of the Light Committee. In May, 1893, he took charge of the Vancouver Columbian as half owner, Mr. S. D. Dennis owning the other half. Through their joint efforts the paper has been built up until

it is the leading paper of the county of Clarke, at this writing being the official paper of the city of Vancouver as well as the county of Clarke.

In 1875 Mr. Brant was joined in marriage with Miss Clara Wallace, a native of Washington, who departed this life in 1889, leaving six children: Addie, Charles, William, Louis, Maud and Nellie. July 16, 1891, he married Miss Jessie Foster, a native of Oregon and a daughter of George G. Foster, a prominent carpenter and builder. He located in Clackamas county, Oregon, in 1846. Mr. Brant takes no active interest in politics, but is prominently identified with several fraternal orders. He is Secretary of the F. & A. M., has passed all the chairs in the K. of P., and has represented these orders several times in the Grand Lodge; has held the office of Sachem and Chief of Records in the I. O. R. M.; has passed all the official chairs, and is now Recording Secretary of the A. O. U. W., of which he has been a representative twice to the Grand Lodge. Mr. Brant has always taken an active and prominent interest in the welfare and development of Vancouver and Clarke county, and is a worthy and conscientious citizen, whose public service has been duly recognized by the community at large.



MANFORD G. LISHER, a surveyor of Vancouver, was born in McHenry county, Illinois, November 5, 1851, a son of James M. and Elizabeth (Porter) Lisher, the former a native of Rhode Island and the latter of North Carolina. The father was born in 1791, was a farmer by occupation, and descended from one of the early and influential families of Rhode Island. He died December 31, 1876.

Manford G., the subject of this sketch, removed to Northeastern Iowa with his parents in 1853, where he attended the public schools, and completed his education in 1870. After studying civil engineering in a private school three winters, he began work in his profession in Minnesota. Mr. Lisher was later employed by the Canadian Pacific Railroad, under Chief Engineer of the Western Extension, A. B. Rogers, an eminent engineer and a graduate of Yale College. About three years afterward our subject became assistant to Chief Engineer

J. T. Dodge, of the Montana Central Railroad, remaining with that company until 1889; went thence to Portland, Oregon, and the following year came to Vancouver, Washington. In 1890 he was elected City Engineer by the City Council.

Mr. Lisher was married in Portland, Oregon, June 3, 1891, to Miss Josephine Southard, a native of Connecticut, and they have one daughter, Lucile J., born April 21, 1892. In political matters our subject may be classed as an independent Republican. He takes an active interest in educational matters, and all public enterprises that have for their purpose the development and advancement of the city and county meet with his co-operation and support.



DE WITT CLINTON MACEY, Sheriff of Klickitat county, Washington, has been identified with the history of his county since 1879, at which time his residence in the State began. He was born at Georgetown, Vermilion county, Illinois, April 10, 1844, a son of John and Alice (Mills) Macey, natives of Tennessee. The father was of English extraction and Quaker stock, his first ancestors in this country having settled on Nantucket island. The parents were reared and married near their birth-place, and early in the '40s they removed to Illinois. In 1853 they crossed the plains to Oregon, their route during the first stages of the journey being the north side of the Platte river. They crossed the Snake river below Salmon Falls, proceeding to Boise river, down which they traveled until they reached the Snake river again; they crossed to the south bank at Fort Boise, and thence proceeded overland to Burnt and Powder rivers, reaching Grande Ronde valley, where they took the Barlow route to Oregon, arriving in Linn county in the month of October. They located on a homestead about ten miles from Harrisburg. In 1876 Mr. Macey sold this place, and removed with his live-stock to the Ocheco country, where he passed the remainder of his life, his death occurring February 3, 1877. The mother survives, and is a resident of Eugene, Lane county, Oregon.

Young Macey assisted his father on the farm and in the blacksmith shop, and managed to acquire a fair English education. When the gold excitement of 1862 was at its height he

went to the Florence mines, one of the "strikes" of the Salmon river country. In the fall of the same year he joined a prospecting company that struck Warren's diggings on the south side of the Salmon river; here Mr. Macey took a claim from which he realized from \$20 to \$40 a day. After a year spent in mining he went to Walla Walla, and engaged in freighting from the Wallula and Umatilla to all mining points east and south, and during one summer he freighted to Colville. At the expiration of four years he returned to Oregon, and resided on the old homestead until his marriage in 1870. After this event he became associated with Dr. Simpson, whose immense ranch, eight miles east of Harrisburg, he conducted for eight years.

In the autumn of 1879 he came to Washington and settled in the Alder creek country in Klickitat county. He took a homestead near Cleveland, where he has since resided, excepting the time spent at the county seat when in the discharge of official duties.

Mr. Macey was married in Linn county, Oregon, August 12, 1870, to Miss Mary A. Dinwiddie, who was born in Linn county, Oregon, a daughter of David Dinwiddie, one of the pioneers of the State. Mr. and Mrs. Macey are the parents of six children: Ivan, Roy, Charles, Leonor, Luretta and Thornton.

Although Mr. Macey has always been an ardent supporter of Republican principles he did not actively enter into political life until 1892, when he was the candidate of his party for Sheriff of Klickitat county, running against an opponent admitted by both parties to be a strong candidate. His success was, under the circumstances, a double victory. He assumed the duties of the office January 9, 1893. A man of superior business qualifications and sound judgment, a prompt dispatch of the affairs of the office was assured.



ROBERT B. STOUT, a farmer of Klickitat county, was born in Adams county, Ohio, January 8, 1830, a son of Robert B. and Susan (Kimble) Stout, natives also of that county. In 1854 the family moved to Atchison county, Missouri, where they remained until death, both dying in 1864. Robert B. was early thrown upon his own resources. In 1854 he began farming in Brownsville, Nebraska; in 1859 returned to Adams county,

Ohio, and one year later found employment on a ferry crossing the Minnesota river at St. Peters, Nicholas county, Minnesota. He next entered the United States service, enlisting in Company F, Minnesota Volunteer Cavalry, and was stationed at the following places: Fort Ridgely, Fort Wadsworth, Fort Snelling, Minnesota, later at Cairo, Illinois, whence he returned to Minnesota. In company with James Hayes, Mr. Stout was on detached service from Fort Ridgely to Bird Island stockade, but was delayed by a snow-storm. Returning to Fort Ridgely with sealed letters, he was twice wounded at Colton Wood, where he was ordered to a hospital by Dr. McDonald. He participated in the battles of Belmont and Champion Hill and many skirmishes. Mr. Stout was captured at Memphis, Tennessee, but ran the stockade a short time afterward, and was discharged at Fort Snelling, Minnesota, December 2, 1865. In 1870 he removed to Yamhill, Oregon, and in 1877 came to Klickitat county, taking a homestead of 160 acres. He now has a wellimproved farm of 240 acres, located six miles northwest of Goldendale.

In 1863, in Coahomacounty, Mississippi, our subject was united in marriage to Miss Elizabeth Ladd, a native of Halifax county, Virginia. Her parents were also born in that State, and remained there until death. Mr. and Mrs. Stout have had seven children: William H., Don A., Jennie M., Evelyn E., Mary A., Lela M., and Robert B. Socially, Mr. Stout is a member of the G. A. R., Baker Post, No. 20, of Goldendale. In political matters, he affiliates with the Republican party; takes an active interest in school and county affairs, has held the office of Road Supervisor and School Director for nine years, is known as an active and progressive man and is respected by all who know him.

HON. AUGUST F. TOUSSAINT, Justice of the Peace of Vancouver, was born in Germany, August 21, 1847, a son of Jacob and Catherine (Kohler) Toussaint. August F., the sixth in a family of twelve children, attended school between the ages of six and fourteen years, and at the age of fifteen years came to the United States, landing in New York. In 1863, in that city, he enlisted for service in the late war, entering Company

F, Sixty-eighth New York Regiment, and was mustered out of the army in 1865. Mr. Toussaint was then a resident of San Antonio, Texas, until 187-, when he enlisted in the Tenth regular United States Infantry, served a few months in the ranks, then on detached duty on the staff of General Reynolds, and held the office of Sergeant and Chief Clerk of the department until 187-. In that year he came to Vancouver; where he again joined the army, entering the Twenty-first United States Infantry, and was on detached duty until the expiration of his term of service in 1878, being Sergeant Major in the Nez Perce campaign of 1877, and Quartermaster Sergeant in the Bannack campaign of 1878. During his years of service Mr. Toussaint had become a proficient law student, and in 1884 was elected Justice of the Peace of Vancouver. Since that time he has constantly filled the duties of that office with credit to himself and to the satisfaction of the community. He is a Democrat in his political views, and socially affiliates with the G. A. R.



IRA WOODIN, in honor of whom the town of Woodinville, King county, Washington, was named, was born in Dutchess county, New York, May 1, 1833, son of Milton D. and Anna M. (Lawrence) Woodin. During his infancy his parents moved to Trumbull county, Ohio, and when he was ten years old they located in Jefferson county, Wisconsin, where they remained eight years, removing from there to Berrien county, Michigan. About the time he was twenty Ira decided to seek his fortune in the far West. He made the journey with an ox team, via the Platte, Snake, and Grande Ronde rivers, and Barlow's Pass, reaching the Willamette river in September, 1853. He spent one year in Washington county, Oregon. During that time he helped to drive a herd of sixty cattle from Washington county into northern California.

In October, 1854, Mr. Woodin came to Seattle, Washington. Here, in company with his father, he started a tannery under the name of Woodin & Son, their location being on Yesler avenue between South Fourth and Fifth streets. Their tannery was burned by the Indians at the time of the attack on Seattle, February 14, 1855, and their entire stock, amounting to \$800, was

lost. The following year the whole country was so completely upset that very little business was transacted. Early in 1866 they started another tannery, but this they soon afterward sold out to D. K. Baxter. The subject of our sketch then located on a ranch southeast of Seattle, three miles from town, securing title to the same under the homestead law. He cleared about fifteen acres of this tract and remained on it until March, 1872. At that time he came to his present location at Woodinville Junction, on the Seattle, Lake Shore & Eastern Railroad, which place was named for him. At this point he pre-empted 160 acres of land, eighty of which are now clear. Subsequently he opened here under the firm name of Sanders & Woodin, a general merchandise store, which he is still successfully conducting. Mr. Woodin sold his ranch near Seattle in 1890.

He was married January 1, 1863, to Susan M. Campbell, a native of Marion county, Oregon. Their children are as follows: Mrs. Helen A. Keller, who was born December 14, 1864, has five children; Mrs. Mary E. Sanders, who was born December 13, 1867, also has five children; and Frank A., born January 14, 1879.

Mr. Woodin passed through many of the difficulties and trials connected with the early settlement on Puget Sound. In recurring to his reminiscences of pioneer days, Mr. Woodin says that on the evening of February 13, 1855, a friendly Indian named Salmon Bay Curley came to the tannery and told him and his father all about the coming Indian attack. They paid no attention to him, however, but remembered his warning later. Mr. Woodin was one of the volunteers who assisted at the burial of the massacred settlers in the vicinity of Seattle. He helped to bury nine.

Fraternally, Mr. Woodin is a member of Bethel Lodge, I. O. O. F.

JW. STRACK, City Engineer, Spokane, Washington, is a native of Michigan, born in Caledonia, Kent county, son of John and Lena (Demert) Strack, natives of Canada. His father was a boot and shoe merchant.

Mr. Strack received his education in his native county, being a graduate of the Grand Rapids high school. He acquired a practical knowledge of his profession through private instruction and

by hard study and practice. He lived in Grand Rapids for some time, and from there moved to Minneapolis, Minnesota, where he made his home nine years. In 1886 he moved to Spokane, Washington, and for some time was in railroad employ in this vicinity. Then he opened an office in Spokane, and the firm with which he is connected is one of the most noted in the Northwest. He was subsequently appointed City Engineer by the City Council, served until the expiration of his term and retired from office. He was, however, re-appointed to the same position by Mayor Drumheller, and again received the appointment from Mayor E. L. Powell, May 2, 1893.

He was married, in 1888, to Miss Ida May Snyder, a native of Illinois and a daughter of ex-Judge Snyder, their marriage being consummated at Spokane. Mrs. Strack is a graduate of Christian College, Spokane, having received the highest honors of her class. They have one child, Royal Byron, aged two years.

Mr. Strack comes from a literary family, and is himself a great reader and a man of broad and progressive views. His residence and grounds are among the handsomest in Spokane. His residence was built at a cost of \$15,000, is finished and furnished with all modern improvements, and the general surroundings of this beautiful home indicate at once that the owner and his family are people of culture and refinement.



HENRY MANKIN, Spokane, Washington, was born in Indianapolis, Indiana, in 1856, son of W. H. Mankin, a native of Maryland. His parents died when he was quite young, and he was early in life thrown upon his own responsibilities. His youthful days between 1863 and 1870 were spent in Minnesota, where he attended the common schools and worked on a farm. In the year 1870 he moved to Dakota, and for a time was in Government employ in that Territory. In 1876 he went to the Black Hills, where he prospected and mined, making some valuable discoveries and investments. He recently sold his interest in the Rattler mine for the sum of \$45,000, and still has valuable holdings there. He is also interested in other rich mining property in British Columbia. Mr. Mankin may truly be regarded as a pioneer of the West.

His life furnishes an excellent illustration of what can be accomplished in this country by the exercise of perseverance and good management.

Politically, Mr. Mankin acts with the Republican party.



JAMES STERLING GALLOWAY.—Among the enterprising young business men of Walla Walla stands the subject of this sketch. He was born in Adams county, Illinois, August 27, 1857. His father, Isaac N. Galloway, was a native of Virginia, and married Miss Sarah Sterling, a native of Pennsylvania. He removed to Illinois in 1850, settling on a farm and taking up agricultural life. At the outbreak of the war he enlisted in the Third Missouri Cavalry and served three and one-half years, and died in 1883, never having recovered from injuries received while in the army.

Appleton's history speaks of Benjamin Franklin leaving for England before the Revolutionary war and placing his private papers in the care of a Mr. Galloway, a lawyer of Pennsylvania, who was a man of considerable notoriety, and who was his trusted friend. This gentleman was an ancestor of our subject, and the profession of law has been the occupation of many members of the family. When Isaac Galloway died he had reached the age of fifty-two years, but his wife is still living, in Illinois. Three children comprised the family, and of these our subject is the oldest.

When James had reached the age of twenty-two years he decided to take Horace Greeley's advice, and to "go West and grow up with the country." He arrived in Oregon with but 5 cents in his pocket, but with a determination to succeed and a will that augured for the attainment of desired ends. He finally arrived at the decision that the farm was not the place for him, and, after passing six months in agricultural work, he entered Santiam Academy at Lebanon, where he finished his education, graduating in the department of pharmacy in 1885. In 1886 he came to Walla Walla, arriving in the town with \$1.75 as cash capital. He engaged as clerk in a store at the nominal salary of \$50 per month, but at the end of one year was compelled to relinquish this work on account of impaired health. For three years following

he devoted himself to the study of medicine and pharmacology, but identified himself with no particular enterprise, making the recovery of his health his chief consideration. At the end of the time noted he formed a co-partnership with Mr. J. W. Estet and purchased the city drug store, but remained there only a short time, selling his interest to his partner. In the fall of 1892 he purchased the old Dr. Day drug store, and is now conducting the same as sole proprietor. He has a fine store and an excellent patronage, and, as he has shown fine business qualifications, he will probably become one of the financial pillars of the city in the future. Since coming from the East our subject has done well. He arrived in Oregon with limited means, but now his stock is worth \$6,000 and is all his own, while he is master of a profession which anywhere will give him a comfortable subsistence. Politically he is a Republican, but not at all radical, and votes for the man rather than the party when it comes to county officers.

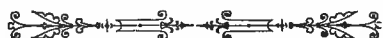
While Mr. Galloway will be found to be one of the most courteous gentlemen of his profession, still he has proved himself a thorough business man, ever confining himself to the observance of the old maxim, "Business first and pleasure afterward."



CHARLES CLINTON GRIDLEY, only son of Harvey H. and Amanda Ellen Gridley, was born October 12, 1857, in Kendall county, Illinois, where he resided with his parents on a farm until 1871, when the family removed to the quiet and beautiful village of Vancouver, Washington, which has been their home ever since. C. Clinton Gridley was kept closely in school at the old Vancouver Seminary and had just entered upon his senior year when the institution closed, never to be opened again. He is an enthusiastic member of the Chautauqua Literary and Scientific Circle, having read two four-year courses. In the winter of 1875-'76 he tried one term of school-teaching, and in June, 1876, with his father engaged in the furniture business. On October 12, 1882, he was joined in life's journey to Mattie L. Hathaway, second daughter of Hon. M. R. Hathaway, who was then residing in Portland, Oregon.

In his spare moments he wrote up a set of abstract books, which grew into a separate business demanding all his time, and thus caused him to sever his connection with the furniture business in 1889. In 1890 he added a loan department, which has proved a great benefit to those needing farm loans. He has invented a numerical system of platting which is now used in preparing county assessments.

He is a member of the Methodist Episcopal Church, president of the Epworth League and believes in prohibiting the liquor business forever.



STEPHEN D. DENNIS, editor and manager of the Vancouver Columbian. This paper was established in 1890, the stock having been subscribed by a number of staunch Democrats of Clarke county, and our subject was selected to take charge as business manager. It made its first appearance as a four-page, six-column journal, and so continued until March 13, 1891, when it was enlarged to nine columns. In January, 1893, it made its appearance as an eight-page journal, is now the leading paper of the county, and compares favorably with any weekly journal of the Northwest. It has a far greater circulation than any weekly of the county, and under its able management has constantly increased its circulation. It has been self-sustaining almost from the beginning, and its financial success has been highly satisfactory to the stockholders. Mr. Dennis, although not an old journalist, is certainly a man of push, energy and executive ability.

He was born in Adams county, Illinois, April 12, 1861, a son of Allen and Mary (Whittaker) Dennis, natives of Tennessee. The father died in 1871. On both sides the family are old American citizens, and the ancestors were patriot soldiers in the Revolutionary war. Stephen D., the eldest of nine children, remained in his native State until seventeen years of age, when he entered the high school of Great Bend, Kansas, and attended that institution until 1879. He then worked for a time in a printing office of that city, but did not complete his trade, and later returned to the State of his birth. Mr. Dennis next engaged in teaching, holding a certificate from Kansas; also contributed to various journals; was a merchant and Postmaster of Chestline, Illinois; purchased and

conducted the Lane County Herald in Kansas fifteen months, and in 1886 came to Vancouver, Washington. Soon after locating here Mr. Dennis engaged in milling in Clarke county, owned and successfully conducted a shingle mill five years, and was then employed in buying and selling town and country property until he took charge of the Vancouver Columbian. Our subject was chosen by the Washington State Editorial Association as a delegate to San Francisco, and is also correspondent from southwestern Washington of the San Francisco Examiner and Seattle Telegraph. Was military correspondent of the Omaha Bee, has been a member of the City Council of Vancouver, has represented his county in the State Convention of 1890-'92 and in the State Democratic Central Committee, and was practically the organizer of the southwestern Washington counties, representing the Democratic Union in 1892. In addition to his other interests, Mr. Dennis owns 630 acres of farm land in Clarke county, 240 acres of which is located on Lake river, and is known as Cedar Dale. He also owns residence property in Vancouver, and twenty-six acres adjoining the city, which is devoted to fruit-growing.

In Illinois, February 18, 1880, Mr. Dennis was united in marriage with Miss Amanda R. Spires, a native of that State. They have five children: Arthur, Ethel, Albert, Elsie and Elmer. Socially, our subject is a member of the F. & A. M., blue lodge and chapter, also of the K. of P. and the O. U. A. M. At the present time he is filling one of the official chairs in the first named order.



CHARLES E. ALEXANDER, County Superintendent of the Public Schools of Vancouver, was born in Clarke county, Washington, December 17, 1864, a son of Rev. James H. and Ann E. (Crawford) Alexander, natives of Kentucky. The father crossed the plains to Washington in 1859, and has filled the pulpit in the denomination of United Brethren many years. The mother descended from one of the oldest families of Kentucky, her ancestors, named Harding, having figured prominently in the early history of that State, and were friend and neighbors of Daniel Boone.

Charles E. Alexander, the seventh in a family of eight children, received his early education in the public schools, and later entered the well-known Philomath College, of Benton county, Oregon, graduating at that institution in the class of 1883. Since that time he has been engaged in teaching, principally in the public schools of Clarke county. In November, 1892, Mr. Alexander was elected to his present important position, and took charge of the arduous duties connected with that office January 9, 1892. He owns seventy acres of farming land, located seven miles north of Vancouver, on Salmon creek, forty acres of which is cleared and devoted to fruit trees. He is a member of the Vancouver Fruit-Growers' Association, and a prominent and active worker in the Democratic party.

Mr. Alexander was joined in marriage, July 20, 1890, with Miss Emma Cramer, a native of Wisconsin. They have one daughter, Veva. Our subject is a member of no secret order or social clubs, and his entire time is devoted to educational matters. He is a man of refined qualities, and has a large circle of friends.

 **G**EORGE A. NERTON, Sheriff of Clarke county, was born in Columbia county, Oregon, February 25, 1854, a son of Thomas and Elizabeth (Lockin) Nerton, natives of England. The parents came to America in 1848, crossed the plains to Oregon in 1852, and in 1855 removed to Clarke county, Washington, where the father followed farming until his death, in 1881.

George A., the second in a family of thirteen children, was reared on a farm in this county, and educated in the public schools. After reaching a suitable age he was engaged in draying in Vancouver four years, and then became shipping clerk to the Vancouver Transportation Company, holding that position during the years of 1879-'80. Mr. Nerton has served as Clerk of the School Board, as member of the police force of this city, is an active and stanch advocate of the principles of Democracy, and was the choice of his party for County Sheriff, elected in November, 1892.

In this city, in 1878, our subject was united in marriage with Miss Mary Caples, a daughter of the Hon. H. L. Caples, of Vancouver. She

died in 1890, leaving four children, three of whom still survive: Ethel M., Bessie and Millicent. Enna died in July, 1892. Mr. Nerton was again married, at Walla Walla, October 7, 1892, to Miss Mattie Duncan, a native of California. Mr. Nerton is filling an official chair in the K. of P., and has passed all the chairs in the I. O. R. M.



CAPTAIN MICHAEL O'CONNELL, a retired Sergeant of Ordnance at the Vancouver Post, was born in County Kerry, Ireland, May 16, 1826, a son of John and Mary (Mahoney) O'Connell, natives also of that country. The parents reared a family of five children, three sons and two daughters. The father died in 1847, and the remainder of the family, excepting our subject, came to America, locating in Johnstown, Pennsylvania, where the mother died in 1862.

Michael O'Connell, the subject of this sketch, emigrated to America in 1850, and in 1861 received a Captain's commission, commanding Company C, Fifty-fifth Pennsylvania Volunteer Infantry. He served until 1863, when he resigned his position, and in the same year enlisted in the ordnance department. Mr. O'Connell has been for over thirty years an enlisted man, and during twenty-three years of that period was a Sergeant of Ordnance at the Vancouver Post, a position from which he has but recently retired. In 1889, he was elected a member of the City Council, but resigned his position before the expiration of his term. He was again elected in 1891, and is still a member.

May 26, 1855, at Pittsburg, Pennsylvania, he was united in marriage with Miss Ellen O'Connell, and both are consistent members of the Catholic Church.



ALEXANDER J. COOK, Treasurer of Clarke county, was born in Aberdeen, Scotland, January 20, 1856, an only son of A. L. and Mary (McDonald) Cook, natives also of that country. The family came to America, and to Vancouver, Washington, in 1871, where the father and son engaged in the nursery business, both having been reared from

boyhood to that occupation. Their nursery was established by the Hon. S. W. Brown, in 1861, and about seventeen years ago passed into the hands of its present owners. A. Cook & Son own in all 100 acres, the place being known as the Vancouver Nursery, and being probably the largest and most complete concern of its kind northwest of California. They raise all kinds of choice fruit trees, besides shrubbery, vines, roses, ornamental trees, etc.

Alexander J. Cook, the subject of this sketch, is also associated in the fruit-growing industry with the Hon. L. B. Clough, and they own 160 acres in Multnomah county, Oregon, located on Government island. They have already forty acres in an orchard, consisting of peach and pear trees, all in a healthy and flourishing condition. They are now preparing the ground for additional orchard, and this will soon be set to trees. Mr. Cook was elected to his present position on the Republican ticket in 1890, carrying the county with a handsome majority, and again, in 1892, was the choice of his party for the same office. Socially, he is a member of the Masonic order, having passed all the chairs in the blue lodge and taken the degrees of the Scottish Rite.

In Vancouver, December 8, 1892, our subject was united in marriage with Miss Albertina Wintler.



HUGH H. McMILLAN, of the firm of Ross, McMillan & Company, real-estate and insurance agents, Spokane, Washington, dates his birth in Glengarry county, East Ontario, Canada, in 1855. He was the fourth born in a family of nine children, his parents being H. R. and Mary (McMillan) McMillan, natives of Canada. His great-grandfather, John D. McMillan, a native of Scotland, came to America and settled in Canada when a young man and was one of the pioneer farmers of East Ontario. He was the founder of the McMillan family in this country. The father of our subject is a farmer and is now living in the same neighborhood in which his grandfather settled.

Hugh H. McMillan had excellent educational advantages. After attending the common and high schools, he entered Queen's University at Kingston, Ontario, in the fall of 1875, and graduated at that institution in the spring of 1880,

receiving the honors in natural philosophy, mathematics and political economy, taking class prizes and also writing prize essays. The summer following his graduation he engaged in the ministry of the Presbyterian Church, being in a mission field, and that fall entered the Princeton Theological Seminary, where he continued till the spring of 1883, when he graduated. During this time he spent his summer vacations in preaching. At the solicitation of Rev. H. W. Hill, then synodical missionary of the Synod of the Columbia, Mr. McMillan came West and took work at Moscow, Idaho, arriving there in July, 1883. In one year's time he erected the only Presbyterian Church in the town, built up the organization and placed it on a solid working basis. Desiring to enter a purely missionary field, he resigned his charge at Moscow, and went into the "Big Bend" country. He established the first church at Davenport, and for two years traveled over that section of the country, at first on horseback and afterward in a buggy, and during that time organized four churches, three of which are now prospering. Then, on account of ill health, he was compelled to give up preaching, and, in partnership with his brother, he bought land near Davenport and worked on the farm two years. Next he returned his attention to the real-estate business in Davenport, continuing there successfully until January, 1890, when he came to Spokane and has since been engaged in business here. He has made wise investments in real-estate and this property is rapidly advancing in value.

Mr. McMillan is an active temperance worker. He adopted the cause of Prohibition because it is his principle, and sacrificed preferment when he retired from the Republican ranks. He was a candidate for Representative on the Prohibition ticket in 1891.



KENNETH J. L. ROSS, senior member of the firm of Ross, McMillan & Company, insurance and loan agents, Spokane, Washington, was born in Canada and is the oldest son of Donald and Catharine (George) Ross. His mother is a daughter of Dr. George. His father is a native of Canada, and for a number of years has been in the ministry of the Presbyterian Church.

Kenneth J. L. Ross was educated at Queen's College, Canada, and at Lake Forest University, Illinois, graduating in 1883. The same year he graduated he came West, located at Portland, Oregon, engaged with his father in the insurance business. In 1888 he came to Spokane. He was one of the organizers of the Washington Savings Bank, and was its cashier for two years. After that he again turned his attention to insurance and also dealt in real-estate. The firm of which he is now a member was organized in March, 1892, and has since been conducting a successful business. They represent a number of prominent fire-insurance companies. They also represent the Union Central Life Insurance Company of Ohio, and invest funds for individuals on farm and city property.



F ROCKWOOD MOORE is one of the liberal-minded, public-spirited and progressive men of Spokane, Washington, and has probably done as much or more than any one man to advance the interests of this place.

Mr. Moore was born in Wisconsin in 1852, son of Joseph Lewis and Sarah (Rockwood) Moore, natives of New York. His parents moved to Wisconsin in 1837 and located at Oshkosh, where they reared a large family of children. His father was a merchant. He lived to be sixty-six years old and died in 1866: the mother passed away in 1856. They were members of the Episcopal Church.

The subject of our sketch received his education at Racine (Wisconsin) College, and in 1872, at the age of twenty, came West and was engaged in business in Portland and San Francisco. In 1878 he was a member of a party that visited Spokane Falls, and he was so well pleased with the place that he located here in the spring of 1880, and engaged in railroad constructing and general merchandising, which he continued until 1883. He at once ranked with the foremost citizens, and he has steadily climbed the commercial and financial ladder until he now stands upon the highest round. In 1882 he joined the organization of the First National Bank, of which he was the first president. He is president of the Washington Water Power Company, vice-president of the Cable Railway Company, director in the Electric Light Com-

pany, director in the Spokane Street Railway Company, president of the Last Chance Mining Company,—their mines being in Wardner, Idaho,—and is a large owner in the South Side Railway Company.

Mr. Moore has accumulated a considerable fortune, being among the most extensive property owners. His wealth, however, is at the disposal of every enterprise which can in any way effect the progress and advancement of this city. He is one of those citizens who are always consulted on matters appertaining to the public welfare, and his voice is always heard in defense of those measures which can benefit the city and country. Mr. Moore was one of the most enthusiastic supporters of the Northwestern Industrial Exposition, to which he contributed liberally, and of which he is now treasurer. In 1890 he built his handsome residence under the bluff at the head of Howard street, from which a magnificent view of the city and surrounding country is secured.

He was married in 1878, to Miss Frances Sherlock, of Portland, Oregon, a member of the Episcopal Church.



CAPTAIN WILLIAM R. BALLARD, president of the Seattle Savings Bank, and prominently connected with other financial institutions of Seattle, was born in Richland county, Ohio, August 12, 1847.

His father, Dr. Levi W. Ballard, a native of New Hampshire, was educated in New England and from there removed to Ohio, where he followed his profession and where he was married to Miss Phoebe McConnell, of that State. Mrs. Ballard died in 1848, leaving two children, Irving and William R., who were taken and cared for by their grandparents. In 1851 Dr. Ballard crossed the plains to California, mined one year and then returned to Ohio. In 1853 he again crossed the plains, this time coming to Oregon and locating at Portland, where he engaged in the practice of his profession until the fall of 1855. The following winter he was in the Indian war, acting as surgeon in the Rogue river valley. In 1856 he returned East, and in the spring of 1857 was married, in New Jersey, to Miss Mary Condit. His children then joined him and they started for the Pacific coast, embarking from New York on the old steamer

Northern Light for Aspinwall, thence by the Isthmus to Panama, where they took passage on the Brother Jonathan, landing in Portland in March, 1857. Dr. Ballard located a farm near Roseburg, Oregon, where he was engaged in agricultural pursuits and also in the practice of his profession up to 1861. Then he moved to Wilbur, Oregon, to give his children the educational advantages of Umpqua College. In 1865 he moved to the Sound country and purchased 160 acres of land, on a portion of which he laid off the town of Slaughter in 1887, and there he still resides.

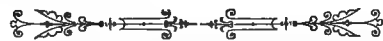
William R. Ballard was educated in the public schools of Rosenberg, and at the Umpqua College, where he completed an academic course. Removing with his parents to the Sound country, he then spent three years at home, rendering his strength in the reclamation of a farm in the midst of a wild and undeveloped country. In 1868 he entered the University of Washington and passed one year in study, and then began teaching school in King, and later Pierce and Thurston counties. Evincing a natural aptness for mathematics, his attention was turned to surveying, which he followed during the summer of 1873 in Pierce county, and, becoming so proficient in that line of work he secured a contract in 1874 to survey the Yakima Indian Reservation. Upon completing his work, some complication arose in regard to the payment therefor, necessitating his going to Washington, District Columbia, in 1875, where he passed the winter in securing a settlement. Returning to Seattle, he then accepted the position of mate on the steamer Zephyr, owned by his brother, and engaged in the passenger service between Seattle and Olympia. In the fall of 1877 he was made captain of the vessel, in 1881 became part owner, and in 1883 sole owner. He continued running the steamer until June, 1887, when he sold out. He had conducted a large and profitable business, and through the judicious investment of his profits he laid the foundation of his handsome fortune.

One of the most fortunate investments Captain Ballard made was in 1883, when he associated himself with Judge Thomas Burke and John Leary in the purchase of 700 acres of land bordering on Salmon bay, upon which is now located that prosperous suburb of Seattle known as Ballard. In 1877 they organized the West Coast Improvement Company, Captain Ballard becoming vice president and manager, and they

began clearing the above tract, and in 1889 placed it upon the market, with the town site platted and subdivided. Through the judicious subsidizing of manufactories and milling interests, they have established a prosperous manufacturing community of some 2,500 population. The work incident to the management of this company has largely occupied his time and attention up to the present, though he has been active in other directions. He was one of the organizers of the Seattle National Bank, which began business in February, 1890, with a capital of \$250,000, of which he has since been vice president and manager. This banking company has erected on the corner of South Second street and Yesler avenue a six-story stone and brick building, one of the finest bank buildings on the Pacific coast. He is also president of the Seattle Savings Bank and the First National Bank, of Waterville, and is one of the directors of the North End Bank, Seattle, and the Fairhaven National Bank. Captain Ballard is also vice president of the West Street and North End Electric Railway Company, and a large stockholder and director of the Terminal Railway and Elevator Company.

He was married in Seattle in 1882, to Miss Estella Thorndyke, of Maine. They had five children, one son, Stanly, being the survivor.

Captain Ballard affiliates with the F. & A. M. In business affairs of Seattle he occupies a position of prominence and responsibility. Being a man of excellent judgment, progressive in his ideas, and of great public spirit, he is justly conceded to be among the foremost of Seattle's most successful men.



MCDONALD PIERCE, a member of the Board of Commissioners, Klickitat county, is a man of sound judgment and good executive ability, well-fitted by natural endowment and by experience for the position he has been chosen to fill. In the following lines will be given a brief outline of his personal history. He is sprung from a family of English origin, whose advent upon this continent antedates the war of the Revolution. The paternal grandfather, Wyley Pierce, was a soldier in the war of 1812, standing heroically for the young republic. McDonald Pierce was born in the State of Illinois, Saline county,

April 15, 1850, the only son of William R. and Julia (Nelson) Pierce, natives of Georgia. The family removed to Texas county, Missouri, about the year 1855, going soon after to Rolla, Phelps county, where the father died. Young McDonald was thus thrown upon his own resources in early life. After the death of his father, he went to Caldwell county, Missouri, and there was engaged in farming until 1873. Joining the emigrant train that had for many years been winding its way to the Pacific coast, he arrived in Linn county, Oregon, where he engaged in milling, and later turned his attention to hop-growing, one of the chief industries of this section. After a residence of four years in Linn county, he removed to Klickitat county, Washington, and here he has devoted himself to agriculture.

Politically, he supports the Republican party and takes an active interest in the leading issues of the day. He is a member of the School Board, and in the fall of 1892 was elected a member of the Board of Commissioners of Klickitat county. In his official capacity he has lost no opportunity to advance the interests of his constituency, and has always given encouragement to those enterprises having for their object the development of the natural resources of the county and State.

Mr. Pierce has been twice married: his first union was with Miss Mary E. Ham, *nee* Allen. By her first marriage she had one daughter, and her death occurred October 30, 1885. Mr. Pierce was married a second time, March 15, 1887, this union being with Miss Mary C. Gout, of Oregon. They have had two children, Ora E. and one son who died in infancy.

Mr. Pierce is a member of Alimus Lodge, No. 15, I. O. O. F. of Goldendale, and of Goldendale Lodge, No. 31, A. F. & A. M.



WILLIAM P. CRAWFORD, senior member of the firm of Crawford, Marshall & Company, grocers of Vancouver, was born in Cowlitz county, Washington, January 23, 1858, a son of Peter W. and Zillah H. (Patterson) Crawford, both now deceased. The father was born on the banks of the river Tweed, in the parish of Sprouston, Roxburyshire, Scotland, toward the close of 1822. When a young man he removed to Edinburgh, where

he attended school, subsequently proceeded to London, and later to Southampton, England, completing his education at the last-named place. In 1843 he took passage for Quebec, but shortly afterward traveled through Michigan, Indiana and Illinois, remaining in the city of Chicago until 1847. Leaving Valparaiso, Indiana, on April 12, of that year, he crossed the plains to Oregon, arriving at The Dalles, October 12, 1847. Mr. Crawford first located on Cowlitz river, and later made the first survey for the town site of Vancouver. He was next engaged in mining in California for a time, but subsequently returned to the Cowlitz river, and in 1881 brought his family to Vancouver. He was elected the first County Surveyor of Cowlitz county; served as Justice of the Peace; was United States Deputy Surveyor; in 1883 was elected Surveyor of Vancouver, and in the following year accepted the office of County Surveyor of Clarke county. Mr. Crawford was married July 30, 1854, to Miss Zillah, a daughter of the late Hon. Ira Patterson. They had seven children, of whom our subject was the second in order of birth, and three are still living.

William P. Crawford attended the public schools of Cowlitz county, and completed his studies at the high school of Portland, Oregon, in 1876. His early life was devoted to farming, but after completing his education he engaged in telegraphing and clerking at Kelso, Cowlitz county, about two years. He then removed to Fisher's Landing, Clarke county, and in 1884 came to Vancouver. In January, of that year, the grocery firm of W. P. Crawford & Company was established, and they continued business about two years, when Frank N. Marshall was admitted to the firm. The firm of Crawford, Marshall & Company carry a large and well-selected stock of general groceries, delicacies, etc., and their store is second to none of its kind in southwestern Washington. Mr. Crawford has been prominently identified with many of the private and public enterprises of Cowlitz and Clarke counties. He is one of the directors of the Commercial Bank of Vancouver, Treasurer of the Vancouver Building Association, which was organized in 1888; has served as School Clerk, and has always taken an active interest in educational matters. In his political relations, he is a staunch Republican, and in 1889 represented his party in the State convention.

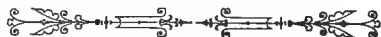
April 20, 1892, at Atlanta, Illinois, Mr. Crawford was united in marriage to Miss Mayme Hartley, a native of Bloomington, Illinois. Our subject has passed all the official chairs in the subordinate lodge, I. O. O. F., and holds a membership in the Encampment and Rebekah degrees of that order.



CLAYTON E. CLARK, a hardware merchant of Vancouver, was born in Ohio, March 5, 1865, a son of Daniel D. and Mary (Brown) Clark, natives also of that State. The father is now a well-known optician of Cleveland.

Clayton E., the eldest of his parents' five children, was reared and educated in his native State, and in early life began the hardware business. He was first employed as clerk for William Bingham & Co., of Cleveland, later engaged as traveling salesman, and in 1888 removed to Portland, Oregon, where he represented the house of Foster & Roberts, on the road about two years. In 1890 Mr. Clark embarked in the hardware business in Vancouver, Washington, under the firm name of Chumasero & Clark, and this house claims the distinction of being the first exclusive hardware establishment in Clarke county. In June, 1892, our subject purchased his partner's interest, and has since continued the business alone. Mr. Clark is a practical man in his line of trade, was reared to the business from early childhood, and has had valuable experience both in the wholesale and retail trade. He carries a fine stock of hardware, stoves, tinware, guns, ammunition, all sporting goods, lumbermen's supplies, mechanics' tools, etc. The store is located on Main street, in the Columbia Hotel block.

Mr. Clark was married in Portland, Oregon, to Miss Carolyn Henry, a native of New York. They have one daughter, Christine.



PROF. FRANK J. BARNARD, Superintendent of Public Instruction of the city of Seattle, was born in Medina, Ohio, March 26, 1852.

The ancestors of the Barnard family were among the early settlers of Connecticut. Later

generations emigrated to Ohio, and in Medina county, that State, Judge Samuel G. Barnard, the father of our subject, was born. At the age of twelve years Judge Barnard began self-support, and by personal effort secured a common-school education and an academic course of about eighteen months. With mature years he began teaching school, at which he attained such prominence that he subsequently opened at Medina a normal school which attracted wide attention and proved a financial as well as an educational success. He was a member of the County Board of School Examiners for seventeen years, except while occupying the position of Probate Judge. At last broken health necessitated his giving up the work, and in 1874 he resumed the practice of law, having been admitted to the bar in 1852. In this profession he also made an enviable reputation. As Presidential Elector he was elected by the Republican party in 1876, and was made a member of the Judiciary Committee in the Ohio Electoral College, casting his vote for Rutherford B. Hayes, President, and William A. Wheeler, Vice-President. As a public speaker he was clear and logical in thought, steady and apposite in expression, and forcible in delivery. He married Miss Malvina M. Martin, a native of New Hampshire, who was granted a certificate at the age of fourteen and began teaching in the public schools, which line of action she pursued until after her marriage.

Frank J. Barnard is the eldest of four children. His primary education was received in the public schools of his native town. He then entered the grammar department of Kenyon College at Gambier. From there he went to Oberlin and began the study of the languages, preparatory to a course in the classics. This course, however, was not completed, but was changed to German, French and philosophy. Offers came to him to teach, and he began in the country, "boarding around," as was the custom. He was then sent to Celina, Ohio, at the suggestion of Prof. Andrew J. Rickoff, one of the most distinguished educators of that State. He remained in Celina two years, during which time he elevated the public schools of that place from their primitive character to a graded condition. Prior to going to Celina, Mr. Barnard had taken a partial course at Cornell University, Ithaca, New York, to which place he returned from Celina. He remained there till his funds were used up and his

strength exhausted from double work. Then he accepted the superintendency of the Middletown, Ohio, schools. Before leaving Ithaca he was met on the street in that city by W. E. Russell, Vice-President of the University, who offered to loan him money to finish his course, but Mr. Barnard's word was out to go to Middletown, which he did and there remained until 1890, when he came to Seattle to accept the superintendency of the schools of this city.

It was the wish of the citizens of Seattle to make their public-school system second to none in the United States. The schools had reached a condition when there was need of reorganization upon a more liberal plan, the school registration, September, 1890, numbering 3,398 pupils and 85 teachers. The first necessity was a head—a master mind—to organize the system in all its parts and direct it harmoniously as a whole. He must be a man of thorough education, a practical teacher, a trained and experienced administrator, and a man young enough to adapt himself to local conditions and to bring strength and enthusiasm to his work. There were many applicants for the place, and after long and careful consideration Prof. Barnard was engaged for the work. He has met every emergency with a steadiness of grasp and a tact that has illustrated his perfect fitness for educational work. At the close of his first year the Board of Education engaged him for a term of three years. The schools have largely increased in attendance, having a registration at this date, June, 1893, of 6,426 pupils and 134 teachers. The progress of the schools has been marked, as is well shown in the magnificent "Seattle School Exhibit" at the World's Fair. One prominent feature of the Seattle schools is the plan of promotion and classification, introduced by Mr. Barnard, whereby pupils are enabled to advance in their work strictly according to their individual abilities—the slow thinkers not being hurried nor the rapid ones retarded. By this system large numbers of the pupils complete the course of study in from six months to two years less time, thereby not only saving to parents and taxpayers thousands of dollars, but greatly increasing the thoroughness of the work done by both pupils and teachers. The corps of instructors number graduates from many colleges of the United States and thirty different normal schools.

Mr. Barnard was married in Cleveland, Ohio, to Miss Annah L. Fish, a former teacher in the

public schools of that city. They have two children, a son and daughter.

Mr. Barnard holds a life certificate from Ohio, which of itself is one of the greatest rewards of merit, and in his present work he is erecting an educational monument which will redound to his honor and to the distinction of Seattle.



LYMAN B. ANDREWS, one of the representative citizens of Seattle, Washington, dates his birth in Ontario county, New York, February 10, 1829. He traces his ancestry back to John and Mary Andrews, who emigrated from the north of England to the New England colonies about 1640, and settled in Connecticut. Their descendants have mainly followed in that line of occupation, although William Andrews, the father of our subject, was a mechanic.

William Andrews was born in the State of Connecticut in 1804, and about 1825 removed to Ontario county, where he followed the trade of brick-mason during the summer and in winter attended to the duties of the farm. He married, in Ontario county, in January, 1828, Miss Hannah Pierson, also a native of New York. In 1833 they moved to Lenawee county, Michigan, locating near Adrian, and there Mr. Andrews farmed and worked at his trade. Lyman B. secured his primary education in the common schools of Adrian, and subsequently attended the academy there.

At the age of sixteen years the subject of our sketch began work in the foundry and machine shop in Adrian, and in 1847 was employed on the Michigan Central, and later the Michigan Southern, during the construction of that road to Chicago. He was a general utility man, and, being competent in every department, was employed in the shop or as engineer upon the road, as necessity or circumstances required. In 1854 he went to Minnesota and took up and improved a farm, and at intervals taught school until 1859. In 1859, in company with his parents and his family (he having been married several years), he went to New York, and in May of that year embarked, via the Panama route, for California. Upon their arrival in the Golden State, they located at Napa, where the family resided, while Mr. Andrews

returned to his trade, finding employment as a machinist in the shops of San Francisco.

In the fall of 1860 he came to Seattle, and, bringing with him a good supply of tools, opened a small repair shop for general light work and trading with the Indians. During the summers of 1862 and 1863 he was engaged in the Government surveys, and from his knowledge of geology he concluded there must be coal deposits in the country. He then began prospecting in that direction, and in 1863 discovered what is now known as the Gilman mine. By homestead claim and purchase he secured 400 acres of land in that vicinity, and at once developed his mine. The first "lead" showed a vein of sixteen feet between floor and roof. This is still known as the Andrews vein. His discovery led others to prospecting, which developed the New Castle and other claims. The difficulties of mining and expense of transportation being so great, the mine was not operated continuously, and was sold in 1886 to the Seattle Coal and Iron Company.

In 1864 Mr. Andrews sold his shop, in view of settling on his ranch; but, on account of a painful accident, he was obliged to give up manual labor, and in 1865, through the instrumentality of friends, he was appointed Clerk of the United States District Court, and held that office for ten years, it, by increased business, becoming very lucrative. While occupying that position, and having a fair understanding of laws governing United States lands, he worked up a considerable business as attorney for settlers. With his accumulated savings he began dealing in city real estate, and after his retirement from office continued in that line of business.

Mr. Andrews has been quite active in the political arena. He has served as Justice of the Peace and as Police Judge. In 1865 he was elected to the Territorial Legislature by the Republican party; in 1868 was elected Chief Clerk of the House; in 1872 he was a delegate from Washington Territory to the National Republican Convention at Philadelphia, and was there chosen as a member of the National Republican Committee for four years; in 1878 he was a member of the Constitutional Convention held at Walla Walla; in 1890 was elected to the State Legislature; in 1888 he was prominently connected with the Harrison Legion, and in 1889 was elected president of that body, which office he still holds. Mr. Andrews was

one of the original stockholders of the Merchants' National Bank, and of the Seattle & Walla Walla Railroad Company, serving as director for many years.

He was married in 1849, in Oneida county, New York, to Miss Lydia J. Rowley, a native of that county, and they have four children, namely: William R., an attorney at Snohomish; Evangeline, wife of R. Hopkins; Judge Rowley, a prominent business man and financier of Seattle; and Lyman Ralph, a civil engineer. For upward of twenty years Mr. Andrews resided on the corner of Fourth and Madison streets, in Seattle. He still owns that property, but in 1890 built a handsome residence upon "Queen Ann Hill," commanding a beautiful view of the city, Sound and mountain scenery. After a busy and eventful pioneer life, Mr. Andrews is now surrounded by every home comfort and enjoys the admiration and respect of a large circle of acquaintances.



PROF. LUCIUS H. LEACH, Superintendent of the City Schools of Vancouver, was born in Outagamie county, Wisconsin, October 1, 1855, a son of Alden D. and Eunice (Hersey) Leach, the former a native of New York, and the latter of Maine. The parents located in Wisconsin in an early day, but in 1872 removed to Mitchell county, Kansas. During his early life our subject worked on the farm and attended the public schools during the winters. After the removal of the family to Kansas he engaged in teaching, and later graduated at the State University at Lawrence, Kansas, in the class of 1884. He resumed teaching; was concerned in merchandising for a time; was proof-reader on the Kansas City Times; again taught school at Stockton, Kansas, one year, and then for the second time embarked in mercantile pursuits. One year afterward Mr. Leach was chosen by the independent Republicans as a member of the lower house, to represent the 116th Legislative District. August 18, 1888, he arrived in Tacoma, Washington, and at once became bookkeeper for the Northern Pacific Railway Company at Hot Springs, but fourteen months later took charge of the city schools at Vancouver. Among those who have taken a deep and lasting interest in educational matters and in the training of the

young, that they may be in a fitting condition from an educational standpoint to enable them to successfully cope with requirements of business life in this work-a-day world, none of our educators is more worthy or clearly entitled to honorable mention in State history than Mr. Leach. He is recognized as one of the most competent educators of southwestern Washington, and his services in this city have not only been creditable to himself but highly satisfactory and acceptable to the County Superintendent and the Board of Education. When Mr. Leach took charge of the Vancouver schools there were but five teachers and an enrollment of 200 pupils. At this date there are sixteen teachers and an enrollment of over 800 pupils. Mr. Leach is a single man, and affiliates with no clubs or secret orders except the Sons of Veterans. He was appointed by Governor Ferry as a member of the first State Board of Education.

SEBASTIAN ANSBERGER, a retired soldier of the United States Army, was born in Bavaria, Germany, November 21, 1842, a son of Mathias and Julianna (Gromser) Ansberger. The parents emigrated to America, locating at Freeport, Illinois, in 1854, where the mother died the same year. The father survived until 1887, and was a resident of Freeport, Illinois, at the time of his death.

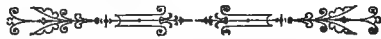
Sebastian Ansberger, the eldest of his parents' two children, received his education in the public schools of Illinois. In 1861 he enlisted in the Forty-sixth Illinois Regiment, served as a private soldier through the war of the Rebellion, and took part in the battles of Fort Donelson, Shiloh, siege of Corinth, Holly Springs, Vicksburg, Jackson, Mississippi, and Spanish Fort and Fort Blakely. He re-enlisted in 1863, and after the fall of Vicksburg was transferred to the Thirteenth Army Corps, and was at New Orleans and Mobile Bay at the close of the struggle. Mr. Ansberger then entered the Thirteenth United States Infantry, Company E, and served several years on the Dakota frontier. In 1869 he re-enlisted in the same regiment, participated in the Indian campaign in 1870, and at the expiration of his term of service, in 1874, held the office of Sergeant. He next re-enlisted in the Twenty-first Infantry, Company I, still holding the Sergeant's office, and was actively

engaged in the Nez Percé and Bannack Indian wars. After the close of the campaign of 1878 Mr. Ansberger was quartered for three years at Vancouver, and then spent ten months at Fort Canby, during which time he was promoted to First Sergeant. His time having expired while quartered at Lapwai, he was assigned to duty at Rock Island, Illinois, where he served five years. In all Sergeant Ansberger has served thirty-three years, and was retired as Sergeant of Ordnance, March 26, 1891. He returned, in May, 1892, to Vancouver, where he now owns city property. Politically he is a staunch Republican, and socially affiliates with the Regular Army and Navy Union.

THOMAS W. PADDEN, proprietor of the Eureka Billiard Parlors of Vancouver, was born in county Mayo, Ireland, March 16, 1847, a son of Michael and Mary (Carbon) Padden, both of Irish birth and now deceased. Thomas W., the youngest of ten children, was brought by his parents to America in the year of his birth, the family locating in Pennsylvania. At the age of fifteen years he removed with his parents to the Pacific coast, spending a few months at Portland, Oregon, and then coming to Clarke county, Washington. Mr. Padden was reared to farm life, but has also had much experience in mining, having followed that branch of industry at Cañon creek about four years, and one year in the Montana mines, although he was not among the successful ones from a financial standpoint. He has been connected with the wine and liquor trade for more than twenty years, but during a portion of this time has been contracting and furnishing wood and hay to the Government. Mr. Padden has filled many large contracts at Forts Canby, Walla Walla and Vancouver. During his residence in this city he has been prominently identified with several of the more important public enterprises of Vancouver and Clarke county, and among them may be mentioned the Klickitat & Yakima Railroad, of which he was one of the promoters and early stockholders.

Our subject was married in this city, October 6, 1873, to Miss Sarah C. Byrne, a native of San Francisco, California, and a daughter of Hugh Byrne, an old Mexican war veteran. The

latter removed to California in 1849, was married in San Francisco, November 13, 1853, and in the following year located in Clarke county, Washington, where he is still an honored and respected pioneer. Mr. and Mrs. Padden have had these children: Mary C., John A., Louisa M., Margaret A., Gertrude, A. Constance, Thomas L., and three daughters deceased. Mr. Padden takes an active interest in the work of the Democratic party.



LOUIS G. DESOR, proprietor of the Railroad Exchange Club Rooms of Vancouver, was born at Friedrichsdorf, Germany, July 6, 1849, a son of Louis and Catherine (Agombord) Desor, natives also of that country, where they still reside. Louis G., the third of five children, attended school in his native land until fourteen years of age, after which, in 1864, he completed a collegiate course in Paris. After returning home Mr. Desor served an apprenticeship with his uncle at the tanner's trade, and after completing his trade spent one year in travel through the interior of the German empire, Switzerland and other portions of Europe. During the latter part of 1868 he entered the German army, served with distinction through the Franco-Prussian war, and carries honorable scars from wounds received in the battles of that memorable struggle. He participated in the engagement of Weisenburg, August 4, 1870; August 6, of the same year, received a severe bayonet wound in the neck; three days later was in the bombardment of Phalzburg, and September 1 received a saber cut across the face at the battle of Sedan. During that engagement Mr. Desor's command was in the thickest of the battle, and for brave and meritorious service he was presented by his Government with the emblem of the order of the Iron Cross. After recovering from his wounds he joined his command, served through the entire siege of Paris, and at Fort Valerien was wounded by a rifle ball in the left leg and right ribs. He was discharged from service September 15, 1871.

March 8, 1872, Mr. Desor took passage from Bremen, on the steamer Rhine, and in due course of time arrived in New York city. He was first engaged in mercantile pursuits for a time, later became connected with a wine house

in Cincinnati, Ohio, followed his trade in Indianapolis, filled the position of cutler in a wholesale saddlery house in Mobile, Alabama, several months, had charge of a ward in the Western Pennsylvania Hospital for the Insane at Dixmont nineteen months, and then conducted the Frederick House in Cincinnati until 1878. The latter enterprise proved a decided failure from a financial standpoint. March 4, 1878, Mr. Desor enlisted in Company G, Twenty-first United States Infantry, was assigned to duty at Fort Vancouver, and was in active service during the Bannack and Piute campaigns of 1878-'79. He was afterward assigned as headquarters messenger at Vancouver, and remained in that capacity until the expiration of his term of service, in March, 1883. For the following three years Mr. Desor served as agent and collector for the Star Brewing Company at Portland, Oregon, and in 1887 returned to Vancouver. With the exception of a few months spent in his boyhood home in 1891, he has ever since made his home in this city. He has been prominently identified with the business circles, and is a member of the Vancouver Building and Loan Association, and the Vancouver Driving Park Association.

November 12, 1883, in Portland, Mr. Desor was joined in marriage to Miss Mary Huth, a native of Germany. In his social relations our subject affiliates with the F. & A. M., and is prominently identified with the Regular Army and Navy Union, No. 46, of Vancouver.



JP. LOWE, watch-maker and jeweler of Vancouver, is a native of Ohio. His parents, both of whom died when he was a mere lad, moved to Indiana, and later to Wisconsin, where our subject remained until eighteen years of age. He learned the jeweler's trade in that State. In 1859 he crossed the plains to California, arriving after a long and weary journey of over five months' duration, having met with the usual troubles which the emigrants of that early day encountered. After locating in the Golden State, Mr. Lowe followed mining in El Dorado county four years, and was fairly successful. He next followed his trade in Sacramento two years; spent one year in Amador county; resided in Tuolumne; was Postmaster one year at Knight's Ferry, Stanis-



F. H. Graves

laus county; spent one year in Humboldt county; was next in Mariposa, then two years in Tulare county; was engaged in business one year in San Francisco, and since that time has been engaged in the jewelry trade in Vancouver, Washington. Mr. Lowe is an expert at the business, and has had a lucrative trade from the first.

He was married May 17, 1889. He has one son by a former marriage. In his political relations Mr. Lowe votes with the Republican party, and socially affiliates with the F. & A. M. and the K. of P. He is a worthy and conscientious citizen, and has the respect and confidence of the entire community.



FRANK H. GRAVES, of the law firm of Turner, Graves & McKinstry, Spokane, Washington, was born in Illinois, June 15, 1859. His father, John J. Graves, a farmer by occupation, is a native of Kentucky, and his mother, Orilla (Berry) Graves, was born on an island in Lake Champlain.

In the public schools and under the private instruction of his mother, young Graves prepared himself for college, and entered as a student at Carthage College, Illinois, in September, 1876, taking a classical course and graduating with first honors. After his graduation Mr. Graves located in Carthage, and in the office of Draper & Schofield began the study of law. He was admitted to the bar by the Supreme Court of Illinois in 1883. In March of that year he began practice at Carthage with Mr. O'Harra, under the firm name of O'Harra & Graves, and continued there until he came to Spokane in January, 1885. Immediately after his arrival here, he formed a partnership with Mr. Griffiths, under the name of Griffiths & Graves, which partnership was dissolved the following year and the firm of Houghton & Graves was formed. In 1887 W. C. Jones came into the firm and the name was changed to Houghton, Graves & Jones, and continued as such until 1890, when it was dissolved by the election of Mr. Jones to the office of Attorney-General, and Mr. Houghton to the Legislature. The firm of Turner & Graves was formed in 1890, and was succeeded soon afterward by that of Turner, Graves & McKinstry, which still exists, this being the leading law firm of Spokane.

Mr. Graves was married in 1883 to Miss Esta Maude Ferris, a native of Illinois and the daughter of a prominent banker of that State. They have one son, C. S. Graves, aged eight years.

Mr. Graves supports the Republican party and is a member of the A. O. U. W. and the Order of Elks.

In connection with the family history of Mr. Graves, it should be further stated that his mother's people were among the early settlers of Connecticut and can trace their ancestry back to the Revolution. His paternal ancestors were among the first settlers of Virginia, and among them were men who distinguished themselves on the battle-field and in the council halls of the nation. Mr. Graves' younger brother is now Judge of the Superior Court of Yakima and Kittitas counties, Washington.

Mr. Graves has always given much attention to literature, is a thorough classical scholar and widely read in the Greek and Roman writers. Of late years he has devoted his leisure to English literature and history. He is at home with all the best of England's great authors, and in the field of English and American history is probably the best-read man in the State.

Mr. Graves has distinguished himself in many departments of the law, but it is as an advocate in civic causes that he is best known. He has been retained in most of the important causes of that character which have been tried in the courts of Eastern Washington within the last few years. He attends almost exclusively to the large trial business of his firm and is said rarely to lose a jury case. As an advocate he is not eloquent, but forcible, and to his recognized honesty with juries he attributes the greater portion of his success.



AC. CHUMASERO, proprietor of the City Pharmacy, was born in Seneca county, Ohio, December 22, 1861, a son of George M. and Betsey H. (Gillett) Chumasero, both now deceased. The mother was a native of New York, and the father of England. The latter came to the United States when ten years of age, locating first in New York, and later in Ohio.

A. C. Chumasero, the youngest of six children, attended school in his native State, and completed his collegiate course at Oberlin Col-

lege, Ohio, in the class of 1882. He was then engaged in teaching for a time, and in 1890 came to the Pacific coast, locating first in Portland. Mr. Chumasero soon afterward came to Vancouver, where he embarked in the hardware trade, under the firm name of Chumasero & Clark. In June, 1892, the former sold his interest to his partner, and purchased the drug establishment of A. L. Ross. This well-known house carries a full and complete line of fresh drugs, toilet articles, perfumery and all pharmaceutical preparations. Special care is given to physician's prescriptions, that department being under the management of a graduate of pharmacy.

Mr. Chumasero was married in this city, December 22, 1891, to Miss Mary E. Smith, a native of Wisconsin. In political matters, our subject supports the principles of the Republican party.

WILLIAM P. HIDDLESON, City Assessor and a prominent educator of Vancouver, was born in Whiteside county, Illinois, May 1, 1850, a son of William P. and Nancy (Wick) Hiddleson. The father was born in Pennsylvania, in 1816, was a farmer by occupation, and during his earlier life was a prominent educator in Chester county, Pennsylvania, and in Tazewell county, Illinois. In 1843 he located in Whiteside county, Illinois, and in 1871 the family removed to Beloit, Mitchell county, Kansas, and later to Osborne county, where Mr. Hiddleson subsequently died. His widow still resides in Downs, Kansas. She is descended from the Redmans, an old and influential family who settled in Virginia in the seventeenth century, antedating the Revolutionary period. In her younger days she also was a successful teacher.

William P. Hiddleson, the subject of this sketch, and the third of his parents' six children, attended the public schools of his native county, and graduated at the Sterling high school at the age of nineteen years. Being "to the manner born," he naturally chose teaching as his life work, engaged in it at once, and his efforts were crowned with success, both in Illinois and Kansas.

In 1882 he with his family came to Washington, and settled in Vancouver, where he has been closely identified with the public schools,

being elected County Superintendent of Schools in 1886. He has held the office of City Assessor since 1889, and is now also Deputy County Assessor. Since locating in this city our subject has been closely identified with the progressive element, and is one of its most worthy and conscientious citizens. In 1889 he laid out the Fairview Addition to Vancouver, where he now has a beautiful home, and has fine property on Vancouver lake, three miles from this city, where he has lately embarked in fruit culture, having five acres planted and more under way. Mr. Hiddleson was one of the founders of the Columbian Publishing Company, and has been secretary and treasurer since its organization.

April 8, 1877, he was united in marriage to Miss Hattie E. James, of Delevan, Wisconsin, a daughter of George E. and Elizabeth (Odell) James. The father was a native of Rhode Island, where his parents, of English stock, settled in the eighteenth century. He was among the early pioneers of Wisconsin, and removed to Kansas in 1873. Mr. and Mrs. Hiddleson have three living children: Christel D., Vivian W., and Vibart W. The deceased are Lillian, who died in 1882, and Claybourne and Juanita, in 1890. In his political relations, our subject has ever been an ardent supporter and earnest advocate of the principles of the Democratic party. He has been for some time a member of the Board of Trustees, and is now Noble Grand of Vancouver Lodge, No. 3, of the I. O. O. F. In every instance the subject of this sketch has acquitted himself with honor to himself and credit to his constituents.

DR. JAMES M. BURT, a medical practitioner of Vancouver, was born in Ohio, June 5, 1832, a son of Munsel and Hannah (Mann) Burt. The father, a native of New Jersey, was a pioneer of Ohio and Illinois, having removed to Edgar county, Illinois, as early as 1839. He was a blacksmith by occupation, and his death occurred December 25, 1865. His father, Benjamin Burt, was a patriot soldier during the Revolutionary war, and also a Captain in the Indian wars. The ancestors of our subject on both sides settled in this country in the early part of the seventeenth century, and were connected with the early history of New England.

James M., the seventh in a family of eight children, in early life learned and followed the occupation of milling, but later, in 1862, began the study of medicine. He received his lectures in Ohio, in the winter of 1866-'67, and first began his professional practice in Adair county, Missouri, remaining there five years. He next practiced in Grundy county, that State. Dr. Burt located in Battle Ground, Clarke county, Washington, in 1874, where he continued in practice until 1892, and in that year opened his office in Vancouver. He has built up a good practice, which is becoming constantly more extended in scope. The Doctor is a practitioner of the old or regular school, and is a man who keeps abreast of the times, as is attested by the large number of medical journals to be seen upon his office tables. He owns property in Louisville, Clarke county, and in Portland, Oregon. In political matters, he has always been active in the Republican party, and socially is a member of the I. O. O. F. and Patrons of Husbandry.

Dr. Burt was married in Indiana, in 1853, to Zantippa Crall, a native of that State. They have two children, Hannah J., wife of Allen G. Hall, of Vancouver; and Francis M. The Doctor is a man of progressive views in all matters pertaining to the development of his city and county, and is a worthy and conscientious citizen.



JAMES F. McELROY, member of the bar of Seattle, was born upon the farm near Marion, Washington county, Maine, in 1864, being the third child of James H. and Ann (Lily) McElroy. His father followed farming and the lumbering business up to 1867, when he learned of the milder climate and the vast timber resources of Puget Sound. Leaving his family comfortably established, Mr. McElroy came to Puget Sound in 1867, and engaged in the logging business in Skagit county, where he subsequently acquired 1,500 acres of timber land, bordering upon the Sound. In 1871 he brought his family to Seattle, where they resided until 1877; then removed to Skagit county, where Mr. McElroy continued his logging operations up to 1888, when he sold his property to the Blanchard Railroad Company, and returned with his family to Seattle.

James F. was primarily educated in the public schools of Seattle, subsequently graduating from the Territorial University in 1886. He then engaged in the study of law in the office of McNaught, Ferry, Mc Naught & Mitchell, and in 1887 entered the law department of the University of Michigan, graduating therefrom in 1889. He then returned to Seattle, was admitted to the bar and at once engaged in the practice of his profession which he has successfully continued. He is Democratic in politics, but not a seeker of public emolument, preferring fame through the line of his profession to which he is devoted.



ZC. MILES, one of the representative business men of Seattle, was born in Peru, New York, March 25, 1834. His parents, Orison and Samantha (Peck) Miles, were born in New Hampshire and New York respectively. Orison Miles was by trade a blacksmith, which occupation he followed in New York, Ohio and Illinois until 1864, when he removed to Virginia City, Montana, and continued the same occupation and was elected the first Justice of the Peace of Helena, that State. He was one of the original proprietors of the town site of Helena, Montana, and assisted in platting that town. He subsequently settled in Bozeman, Montana, where he now resides, still actively interested in the issues of the day and an ardent supporter of the principles of the Republican party. The subject of this sketch began his business career at the age of sixteen years, as clerk in the general merchandise store of K. J. Hammond, at Plainfield, Illinois, and when twenty-one years of age entered the employ of his brother-in-law, George Wood, and learned the trade of tinsmith, remaining with him until 1859, which year marked the excitement of Pike's peak, and at which time Mr. Miles started for that country, taking with him tools and stock, and crossing the plains from Leavenworth, Kansas, with mule teams. Duly arriving he opened a shop at the little town of Aurorá, now familiarly known as Denver, Colorado, and was among the first in that line of business in that town. After about two years he sold out and went to the mountains to try placer mining, but a few months satisfied him and he returned to Aurora and worked at his

trade for George Fritch, now one of the prominent hardware men of Denver. Remaining up to April, 1862, Mr. Miles then joined a party of five and with an ox team started for the Salmon river mines, but after passing Fort Hall learned that the mines had failed; so returned to Fort Hall and then started for the Auburn mines of eastern Oregon, crossing along the north side of Snake river through the thickly populated Indian country, without serious trouble, and crossing Powder river near the present site of Baker City. The team was then sent to The Dalles for flour, while the balance of the party went to the mines. The prospects, however, were so poor that when the team returned they went to the Boise country, having great difficulty in getting away from Auburn as the snow had already commenced falling. Reaching the Payette valley, they went into camp for the winter. Securing logs from a drift on the river they built a log house and a corral for their cattle, as the Indians were quite numerous. They also started a little hotel, which was quite a success. They then conceived the idea of building a ferry to transport miners across the Payette river in the early spring. Purchasing a whipsaw from an emigrant, they manufactured lumber, making a rude boat; then by burning pitch pine secured tar, and by tearing up their old clothes for caulking, were enabled to make a rude boat quite tight. The wagon box was cut up to make pulleys, and by stripping up cow hides they made a strong rope, thus completing their outfit, from which in three months they cleared \$3,000. As the river was getting low they abandoned their ferry, purchased wagons and oxen and began freighting from Umatilla landing to Boise, a distance of 250 miles, securing as high as twenty-two cents per pound for freight. They continued freighting about three months then competition so greatly reduced the profits that Mr. Miles sold out and retired from the business. While making his collections he stopped with one Goodwin at the point where Pendleton now stands and assisted him in building the first finished and painted house in that locality. Mr. Miles was a natural mechanic and made much of the furniture used by the settlers, also manufactured several sleighs and did quite an extensive business. In 1867 he went to Umatilla, and, in partnership with J. M. Leizer, engaged in the sale of stoves, tin and hardware, continuing up to September,

1870, when Mr. Miles sold out and came to Seattle, then a little hamlet sparsely settled. Entering into partnership with I. Waddell, who was running a little shop and stove store, the firm of Waddell & Miles was established. With the additional capital and enterprise of Mr. Miles, business connections were changed, and the stock was increased, but the town being too small to support many assistants, Messrs. Waddell & Miles did all their own work, both acting as mechanics, salesmen and bookkeepers. As business extended the stock was proportionately increased, always being kept a little ahead of the demand. Then the firm succeeded in building up a reputation, until they became the representative house in the Northwest, with a varied stock of plumbing supplies, windmills, mantles, grates and tilings, stoves, tinware, etc., the stock being valued at \$7,000. In 1886 the partnership dissolved, Mr. Miles purchasing the entire interest and conducting it alone up to the fire of 1889, when his loss figured up about \$50,000. He then organized and incorporated the Z. C. Miles Company, with a capital of \$50,000. He was elected president and manager, and the company's building, 96 x 100 feet, three stories, corner of West street and Yesler avenue, is filled with an extensive and varied stock, a wholesale and retail business being conducted and the establishment being the largest of the kind in the Northwest. Employment is afforded to twenty-two hands in the several departments.

Mr. Miles was married in Seattle, in July, 1891, to Miss Rosamond Smith, a native of Maine. Socially, Mr. Miles affiliates with the F. & A. M. He is a director of the Seattle Savings Bank; president of the D. W. Cross Undertaking Company; a member of the Highland Park syndicate, and one of the active, enterprising business developers of the "Queen City of the Northwest."



HENRY S. BLANDFORD was born in Prince George county, Maryland, May 1, 1862. He came to the Territory of Washington in 1881, as a member of the United States Signal Corps, and from that date until 1885 was assigned to duty on the military telegraph lines. He came to Walla Walla in 1885, and established the United

States Signal office there. He was admitted to the bar in 1890, and was elected Prosecuting Attorney for Walla Walla county by the Democrats the same year; was elected a delegate for the State of Washington to the National Democratic Convention at Chicago in 1892, and was nominated by the Democrats for State Senator for the joint senatorial district of Adams, Franklin and part of Walla Walla counties in 1892, but was defeated. He is at present a Regent of the State Agricultural College and School of Science of Washington. Mr. Blandford is an able lawyer, an eloquent public speaker, an aggressive political leader and is enthusiastically devoted to the advancement of the public interests of Walla Walla county.



ALBERT KAYSER, an enterprising citizen of Block House, Klickitat county, Washington, was born in Pottsville, Pennsylvania, February 22, 1845, a son of Bernhard and Matilda (Seitsinger) Kayser. His father was a native of the canton of Berne, Switzerland, and emigrated to the United States at the age of thirty years. He located at Pottsville, Pennsylvania, and there engaged in the manufacture of soaps. His wife was a native of Berks county, Pennsylvania, and belonged to a Quaker family. In 1852 they removed to Caldwell county, Missouri, and there the father died in 1867, the mother surviving two years. There our subject passed an uneventful youth until the breaking out of the Civil war. Although a mere lad, he enlisted in the United States service at Cameron, Missouri, March 6, 1862; was assigned to Company E, Sixth Missouri Cavalry, and August 16, 1862, he was wounded in the battle at Lone Jack, where 370 men out of 700 were slain in six hours. Young Kayser was confined to the hospital at Lexington nine months, but as soon as he had sufficiently recovered from his wounds he re-enlisted at Greenfield, Missouri, and was assigned to Company D, Thirteenth Missouri Veteran Cavalry. This was one of the crack regiments of the service, being made up from picked men of thirteen different regiments, between the ages of twenty and twenty-nine years. When the war was over Mr. Kayser was assigned to duty at Fort Leavenworth, and was afterward sent to an outpost on the Arkansas river; later he was stationed in

Arizona and afterward in New Mexico. He was in a number of engagements with the Indians, and was finally mustered out at Leavenworth in January, 1866. He had not yet attained his majority.

It was in 1880 that he came to Washington and located at Block House, where he embarked in mercantile trade, and carried a general stock of goods, including harness and saddles. An especial feature of this stock is the immense assortment of glass beads, the stock varying in value during the year from \$500 to \$1,500. The Indians who are the chief customers in this line come from points as remote as Umatilla to make their purchases of the coveted gewgaws. Mr. Kayser speaks Low Dutch, and is also familiar with the local Indian dialects, and he and his wife make all the sales. He has in the Happy Home district a farm of 600 acres, which he has secured by different purchases. The land is devoted to grazing, and a portion is under cultivation, the whole being superintended by Mr. Kayser's son, Millard S.

Our worthy subject was united in marriage at Black Oak, Missouri, August 15, 1868, to Miss Harriet Shrum, a native of that place, and a daughter of John L. and Elizabeth (Davis) Shrum, natives of North Carolina and Illinois respectively. Mrs. Kayser is a woman of exceptional intelligence and rare attainments, and has been untiring in her efforts to advance the interests of her family. She is the efficient Postmistress of Block House, succeeding Michael Green, who kept the office for nearly twenty years. Mr. and Mrs. Kayser have two children: Millard S. and Charles F., the latter being a student in the University at Portland. While Mr. Kayser is an ardent Republican and takes a deep interest in the councils of his party, he has not been an aspirant for public office, though he acted as Deputy Sheriff of the county. He is a man of more than ordinary business ability, and has been of great service in forwarding the interests of Block House.



ANDREW JACKSON, chief of the police department of Seattle, Washington, was born in Montgomery, Alabama, in 1847. Reuben Jackson, his father, a native of Ireland, emigrated to the United States and settled in Alabama in early manhood, and there

married Miss Amanda Anderson, a native of South Carolina. He died in 1849, leaving a widow and one child, Andrew.

The subject of our sketch remained with his mother until he was fifteen years of age, employing his days in labor and his evenings in study. In 1862 he went to Virginia, where he remained until the close of the war. He then went south, residing in Texas and Arkansas, engaged in carpenter work, being a natural mechanic. He also worked in wagon manufactories and pattern shops, learning the trade of pattern and model making. In 1874 Mr. Jackson came to the far West, locating in San Francisco, where he found employment in the pattern shop of the Empire Foundry. After being there six months, he was promoted and became foreman of the pattern shop, remaining as such until February, 1888, with the exception of three years spent in the agricultural implement manufactory of Byron Jackson. In the Empire Foundry Mr. Jackson superintended all pattern work for the Los Angeles cable railroads, and there got his first idea of cable construction. Afterward he invented many improvements in grips, depressors and carrier pulleys, and in February, 1888, came to Seattle as superintendent of construction of the Yesler Avenue cable line for the Pacific Cable Construction Company. This road extends from Yesler avenue and South Second street to Lake Washington, a distance of five miles, and was completed and in running order in six months. Mr. Jackson continued as superintendent of the road about two years. In 1889 he superintended the construction of the Front street cable, four miles of track; in 1890, the Madison street cable, seven miles; and in 1891, the James street cable, a mile and a half, all castings for this road being made in Seattle, and the yokes, grips and pulleys after the designs of Mr. Jackson. In June, 1891, he commenced the construction of the Grant street electric road, for Fred E. Sander, the same being six miles in length. This work he carried to completion. He then invented trucks for the cars, the same being made by the Washington Iron Works of Seattle, while the cars were made by Wooderman, of Seattle, being the first cars made complete in that city.

After completing his railroad contracts, and at the urgent solicitation of friends, in March, 1892, he was induced to accept the appointment of Chief of Police, and at once entered upon the discharge of that duty. The entire police force

numbers sixty-one, as follows: chief, three captains, three lieutenants, two jailers, two drivers, one hostler, one pound-master and forty-eight patrolmen, the patrolmen being divided into three watches of eight hours each. Mr. Jackson brings into his office the same enthusiasm and fidelity of purpose which has characterized every enterprise he has taken up. His efforts in the suppression of crime and in the eradication of dens of infamy and vice are already producing a salutary effect in elevating the moral standard of the city.

He was married in San Francisco in 1885, to Miss Lillian Montgomery, a native of Canada. They have one child, Montgomery.

Mr. Jackson is a member of the Knights of Pythias and Odd Fellows. He owns valuable property in Seattle and is thoroughly identified with the growth and development of his adopted city.



JOSEPH W. METCALF, one of the successful lawyers of Clarke county, was born in Trenton, Grundy county, Missouri, September 5, 1864, a son of Daniel and Mary A. (Crews) Metcalf. The father had the distinction of being the first male white child born in Grundy county, where he grew to manhood, and later was recognized among the leading lawyers of the State. His death occurred January 4, 1880. His wife, who still survives, is a native of Kentucky and a lady of rare literary ability. She was the founder of the Lamar Sparks, of Powers county, Colorado, having owned and ably conducted that journal four years. She afterward established the Corpus Christi Sun, of Texas, which she still edits. The Metcalfs are of the old and honored American families, their advent to this continent antedating Revolutionary days. The grandfathers of our subject on both sides participated in the Revolutionary and war of 1812, and one, who held the rank of Captain, lost his life in the defence of the Colonies at the famous Braddock defeat.

Joseph W. Metcalf, the subject of this sketch, and the eldest of two brothers, was reared in his native State until fifteen years of age. He then removed to Colorado, where he became connected with journalism, having been associate editor of the Lamar Sparks about three years. Mr. Metcalf became a law student at

the Missouri State University, and graduated at the Law Department of that institution in 1885. Returning to Powers county, Colorado, he followed his profession there four years, and was the first District Clerk of the county. After residing for a time in Stockton, California, he came to Vancouver, Washington, in 1890, and engaged in the practice of law in the following year. Mr. Metcalf entered into partnership with his brother, W. H., under the firm name of Metcalf & Metcalf, which continued until January 1, 1893.

In Colorado, September 28, 1889, our subject was united in marriage with Miss Laura M. Black, a native of Pennsylvania. Their first child died in infancy. Their second and last, a boy, was born February 26, 1893, at Vancouver.

In political matters, Mr. Metcalf is active in the Democratic ranks, and socially affiliates with the Red Men and the A. O. U. W., having passed the official chairs in the latter order. In this line of action Mr. Metcalf has followed excellent example, and his few years of steady work have been productive of good results. Well read in the law in the beginning, he has the necessary practice, is painstaking and careful, and in court his arguments are to the point and convincing.



DR. HENRY A. SMITH, has long been identified with the interests of Seattle and vicinity, and is eminently deserving of the high respect and esteem in which he is held by all who know him. He was one of that small band of State builders who in the early '50s came to the Sound country and laid the foundation of Seattle, that now prosperous center. It is therefore fitting that honorable mention be made of him in this work.

Dr. Smith's father, Rev. Nicholas Smith, of German descent and a native of Pennsylvania, married Miss Abigail Teaff, a Virginia lady and a descendant of English ancestors. About 1810 they moved to Wooster, Ohio, where Mr. Smith conducted a small farm, and preached the divine truth according to the Baptist faith.

At Wooster, Ohio, April 11, 1830, Henry A. Smith was born. He attended school near Wooster until he was fifteen years of age, when his mother, then of Wicton, moved to Stenben-

ville, Ohio. At the age of nineteen he entered the Alleghany College at Meadville, Pennsylvania, not graduating, however, because of an attack of ague. At the age of twenty he commenced the study of medicine with Dr. Rugg, of Meadville, attending lectures in Cincinnati at the Physio-Medical Institute.

April 26, 1852, Dr. Smith started across the plains to Oregon, hiring passage for his mother, sister and self in the train of Dr. Millard, paying \$200 each for food and transportation. The train numbered about forty wagons and 150 people, Dr. Millard being the first to suggest and form the company. The journey was successfully accomplished without loss of life, though suffering somewhat from cholera and shortness of provisions, and after six months of travel they landed in Portland. Dr. Smith at once rented an office to engage in practice; but, learning of the possibilities of the Puget Sound country and the probability of a railroad being constructed to that point, he left his mother and sister in Portland and started on a prospecting tour of the Sound country. Arriving at Olympia, he procured a small boat and cruised about the sound to Seattle, where General Stevens in his survey thought the railroad would terminate. As the land near Seattle was all taken, Dr. Smith located his claim in a natural depression north of town, as he felt that that offered fine terminal facilities. There he took his donation claim and subsequently purchased land to the amount of 800 acres, upon the borders of what is now known as Smith Cove. He then built a log house, and in the spring of 1853 was joined by his mother and sister. Commencing to practice and soon experiencing the difficulties of travel, in the spring of 1854 he erected a frame building as an infirmary for his patients, who were brought to him, and he cared for them until their recovery. In this way he gained a wide reputation. In 1854 he set out fifteen acres of grafted fruit, the first grafted orchard in King county. The trees were purchased from the Lewellyn nursery, near Oregon City, the pioneer nursery of the coast. The fruit was of various kinds and the venture proved a financial success.

During the Indian war of 1855-'56, the Doctor moved his family to Seattle for protection, and he enlisted for three months in Company D, Washington Territory Volunteers, and was commissioned Surgeon by Governor Stevens. He subsequently enlisted for six months in

Company A, but the only engagement in which he took part was the battle of Seattle, the time being spent on skirmish and guard duty. After peace was restored he returned to his farm to find his buildings all destroyed by the Indians. He at once began the work of rebuilding, and there continued to practice his profession.

In 1864 Dr. Smith conceived the idea that tide lands might be reclaimed, as this had already been accomplished in Holland. He secured 600 acres of land on what is now known as Smith island, at the mouth of the Snohomish river, and by a system of dikes reclaimed about 75 acres. After proving the proposition a success, he published several articles in the Olympia papers to disseminate his knowledge among the people, and thereafter the tide lands were rapidly taken up. He passed about six years on the island, continuing the practice of medicine all this time. He was then induced to act as resident physician upon the Tulalip Indian Reservation, with the privilege of an outside practice, which he continued until 1878, when he moved to Seattle to educate his children. Since then he has lived in town or on his farm at Smith Cove, as circumstances seemed to direct.

Dr. Smith was the first Superintendent of Schools of King county, serving for several years. In 1856-'57 he was a member of the Territorial Legislature: also in 1859-'60. While living on Smith island he represented Snohomish county in the Legislature three times, twice in the Council, the last term of which he was president of that body.

After waiting all these years for a railroad, the Doctor did sell 700 acres in 1886 to the Seattle, Lake Shore & Eastern Railroad Company, for terminal purposes, receiving in payment therefor \$75,000. This money he invested in Seattle property, feeling the utmost confidence in the future greatness of the city. He built the London Hotel, foot of Pike Street, and extended a wharf to deep water in 1890, and in 1891 built the Smith Block, corner of James and Second streets.

Previous to the Civil war Dr. Smith was a Democrat, but since that time has cast his vote and influence with the Republicans. During his public career he has never sought a nomination, never asked a vote, and never been defeated in office. Personally, he is a man of modest and retiring disposition, and prefers the scholarly routine of life to that of a public career.

He was married in 1862, to Miss Mary Phelan, a native of Wisconsin, who died in 1880, leaving eight children, namely: Lulu, Luna, Maud, Lorine, Ralph Waldo, May, Ione and Lilian. Lulu is the wife of J. H. Pennefeather.



W BYRON DANIELS, Mayor of Vancouver, was born in Mentor, Lake county, Ohio, December 17, 1848, a son of William B. and Sarah (Hall) Daniels. William B. Daniels, or as better known Governor Daniels, is also a native of Ohio, and his ancestors were early settlers of New England. He came across the plains to Oregon in 1853, locating in Yam Hill county. He has the proud distinction of being Idaho's first Secretary, and later Acting Governor.

W. Byron Daniels, the eldest of four children, was reared to farm life, and received his education in the public schools of Yam Hill county, Oregon. He was afterward engaged in teaching in Oregon City. In 1869 he began the study of law in this city, with A. G. Cook and H. G. Struve as his preceptors, and was admitted to the bar in 1872, at Olympia. For a time Mr. Daniels was connected with a banking house of that city, also private secretary to Governor Ferry. His health becoming somewhat impaired, he next joined a surveying party working in sections of Idaho, Oregon and California. During a residence of eighteen months in San Francisco, he was engaged in abstracting land titles, and after returning to Vancouver, in 1875, became connected with journalism, starting the Vancouver Independent. Our subject sold that paper in 1878, and formed a partnership with N. H. Bloomfield, in the practice of law. This firm existed until the latter was called to the Superior Bench, since which time Mr. Daniels has continued his practice alone. He is a thoroughly conservative man, and has but little liking for parade or sensationalism. He is zealous, industrious, and leaves no stone unturned in a legitimate way to attain success in his profession. Aside from his practice, he is also engaged in fruit culture, owning a one-half interest in a forty-acre prune and peach orchard ten miles east of Vancouver, also eight and one-half acres near town.

In political matters Mr. Daniels may be considered independent, although he was elected on the Republican ticket to the State Legislature in 1877, and was Secretary of the First Constitutional Convention in the following year. He was appointed by the City Council to fill an unexpired term as Mayor of Vancouver, and later was elected to the same office, receiving in a great degree the support of business men of both parties. His administration was so acceptable after serving two years that in December, 1890, he was elected for a second term. Mr. Daniels has brought to the position as head of the city government a high standard of ability and experience, and the opinion prevails that he is worthy of still higher honors. He has been City Attorney and a member of the Council for several years, was Superintendent of county schools, and at the present time is Trustee of the Washington State School for Defective Youths, and a member of the School Board of Clarke county.

Mr. Daniels was married in this city January 18, 1883, to Miss Rosina A. Jaggy, a native of Washington. They have two daughters,—Marguerite and Lucile.



THOMAS JEFFERSON DUFFIELD, a prominent agriculturist of Klickitat county, Washington, was born in Nicholas county, West Virginia, December 26, 1824, a son of John L. and Ann (Bails) Duffield. His father was the son of a pioneer settler of Kentucky, and was born on the present site of Lexington. The family is of English extraction. The mother was born in Greenbrier county, West Virginia, her father having emigrated to this continent from England when a boy. Her mother was of Dutch descent. Our subject was a lad of thirteen when the family removed to McHenry county, Illinois. They located within three miles of Woodstock, and there he grew to manhood. He worked a portion of the time in his father's blacksmith shop, but his chief occupation was agriculture. He had charge of the farm from his sixteenth year.

The gold discovery in California in 1849 created an excitement that was felt to the farthest parts of the world, and the young men of the United States were especially affected by the wonderful stories that spread from the Pacific

to the Atlantic coast. On March 28, 1850, in company with David Taylor, Charles Walkup, Isaac B. Duffield and C. M. Duffield, Thomas J. Duffield started for the Golden State, making journey overland. The party took the route to Salt Lake City, and entered California by the Carson route. From Salt Lake they traveled on foot; the third of August they ate dinner at Red Lake, six miles east of the summit of the Sierra Nevadas, and that night camped eighteen miles west of the summit. While in the mountains Mr. Duffield paid out his last dollar for a pound of rice. The party now numbered seven, as they had been joined by two other McHenry county boys, Milt Davey and a young man named Crittenden.

They stopped at Hangtown, and there our subject engaged in mining. He remained in this vicinity until the first of May, 1851; during the summer following he cut hay in the Vaca valley, Solano county; but when the season ended he had no money, and to add to his despair he was ill. He managed to reach Stockton, and then took a trip to the southern mines; his stage fare from this point to Mokelumne Hill was \$21. Thence he walked to Jackson, and proceeded to Volcano, where he remained until 1853. At this time he returned to Solano county and settled ten miles out on the plain between Vacaville and Putah creek. This was his home for a period of seventeen years, at the end of which time he came to Oregon, locating in Linn county. There he resided eight years, and during the time paid out in rent \$10,500, coming out the loser in the end, as he lost 750 acres of wheat by rust during the last three years there. In October, 1879, he came to Klickitat county, Washington, and bought 160 acres of land, on which he now resides, three miles from Goldendale. In addition to this he owns twenty acres in Thurston county.

Mr. Duffield was married in Solano county, California, October 26, 1856, to Miss Sarah Jane Neff, a native of Rush county, Indiana, and a daughter of Orange Hyde and Rachel Marrett (Ryan) Neff. The father was a native of Vermont, and the mother was a Kentuckian by birth. When Sarah Jane Neff was a child of two years her parents removed to Will county, Illinois, and four years later they went to Chicago, where her father followed his trade of carpentry until his death. She was thirteen years old when the family came to California and located in Solano county. There she grew

to maturity and was married. Her mother removed to Klickitat county, Washington, and there passed the remainder of her days. Mr. and Mrs. Duffield have a family of ten children: Rachel Ann, wife of Scott Warwich; Robert D., a minister of the Methodist Episcopal Church; Frank M., a resident of Idaho; Fannie Ellen, wife of S. P. Brown; Mary L., the wife of Joseph B. Miller; Thomas L., a blacksmith; George, a farmer; Elizabeth Alice, wife of Demster Adams; Daniel Dudley and James Everett. The parents are consistent members of the Methodist Episcopal Church, and worship with the congregation at Goldendale. Mr. Duffield has been Class-leader for many years; he first served in this capacity in Illinois when a young man, and has filled the same position in California, in Oregon, and since coming to Washington. Politically, in early times he was identified with the old-line Whigs; upon the organization of the Republican party he gave that body his allegiance, and has since supported it with zealous ardor.



HERBERT P. TRASK, one of the prosperous and progressive tillers of the soil in Klickitat county, was born in New Hampshire, February 14, 1854, a son of David and Polly K. (Presby) Trask, who also were natives of New Hampshire and descendants of early settlers of New England. Removing to Green Lake county, Wisconsin, in 1868, they resided there until their death.

Our subject, the third in order of birth of their five children, engaged in farming and stock-raising in Allen county, Kansas, about three years, then lived a year in Wisconsin and finally moved to Klickitat county, Washington, in 1874. He now resides nine and a half miles southeast of Goldendale. In his farm are 200 acres, ninety acres of which are cultivated, besides twelve acres in various kinds of fruit trees and two and a half acres in wine and table grapes. The trees are all bearing and are in good condition. There is scarcely any orchard in the county that is either larger or yielding a better quality of fruit.

Publicly, Mr. Trask has been a Director of School District No. 36, for several years; he is a member of the K. of P. of Goldendale, and of Enterprise Grange, No. 85.

His marriage took place August 21, 1881, when he wedded Miss Sarah Bateman, a native of Pennsylvania, and they have six children, namely: George W., Martha W., Mary P., Elizabeth M., Harry W. and Willamena J.



JOSEPH GIBSON, pioneer, farmer and stock-raiser of Washington, now residing on one of the best farms in Thurston county, situated a mile and a quarter from Bucoda, was born in Cass county, Indiana, December 1, 1833. His parents, Joseph and Sarah (McMillan) Gibson, were natives of Virginia and descendants of old and prominent families. His parents conducted a farm in the Old Dominion for many years, on which the subject of this sketch was reared until he was nine years of age. On his ninth birthday his father died, and shortly afterward young Joseph went to Ottawa, Illinois, to live with a man named Sherman. On arriving at sufficient age he was apprenticed to a cabinet-maker, William More by name, with whom Joseph soon learned the trade and continued to work at it one year. He then went to work on a farm for G. W. Crusen, with whom he remained three years, after which he was engaged on various farms throughout the State until he attained the age of seventeen.

Having by this time heard the marvelous reports from California and the entire Northwest, he determined to try his fortunes in that far-away country. Accordingly, April 25, 1852, he started by ox team for California, but on the way changed his mind and his course, arriving in November, of the same year, after six months' travel, in Oregon City, Oregon. He was engaged near this city for two months in cutting wood, when, in December, 1852, he, in company with J. L. Chamberlain, came to Puget Sound.

In the early spring of 1853 Mr. Gibson commenced lumbering, working in a sawmill until late in the fall of the same year, when he took a claim on Grand Mound prairie, which he made his home, but at the same time continued his work in a sawmill. He was thus engaged until the outbreak of the Indian war in 1855, when he enlisted in the volunteer service and was mustered in the regulars, with the rank of

Orderly Sergeant, under Captain Gilmore Hays; First Lieutenant, Jerard Hurd; and William Martin, Second Lieutenant.

After the close of the war Mr. Gibson went back to farming and stock-raising on Grand Mound prairie, where he remained a few years, and then sold out and removed to King county, settling on land on White river, at which place he established a post office, named Slaughter, and was appointed Postmaster. In 1863-'64, before going to White river, he served as Postmaster in Thurston county. While at Slaughter he also served as County Commissioner one term. After a residence at that point of eight years Mr. Gibson sold out and removed to Tenino, Thurston county, where he commenced farming and stock-raising in the vicinity of Tenino, which occupation he continued a year and a half, and then exchanged his farm for one on the Skookumchuck river, situated a mile and a quarter from Bucoda, where he has ever since remained. He also served Thurston county as Commissioner two terms, discharging his duties with his usual efficiency and integrity.

In November, 1856, Mr. Gibson was married to Narcissa J. Henness, a worthy lady, daughter of B. L. and Lueretia (Chandler) Henness, Washington pioneers. Our subject and his wife have nine children living: B. F., R. O., S. C., J. A., Mary, I. D., F. V., Annie and Fannie.

Mr. Gibson has done much by his energy and enterprise to advance the interests of the communities in which he has resided, and deserves the esteem which he so universally enjoys.

MORRICE J. HEALY, a prominent farmer of Klickitat county, is a native of county Kerry, Ireland, born January 7, 1842. Emigrating to America, he first located at Boston, where he was employed in running a stationary engine for three years. In 1866, taking passage on the steamer City of New York, he came to California, by way of the Isthmus, completing the trip on the Pacific side on the old steamer Constitution. After a residence of about seventeen years in the Golden State,—several years of which time was in Ramon valley, Contra Costa county, one year in Santa Clara and three in Sonoma county,—he came to Klickitat county in 1885. He now

resides some fifteen miles east of Goldendale, where he owns 240 acres of land, 120 acres of which are devoted to grain-growing and the rest to pasture, etc.; but for many years he has also devoted his attention largely to cattle-raising, until lately.

As to public matters he is a steadfast Republican, and is zealously active in educational interests. He has been a Director of School District No. 15. For three years he was also Justice of the Peace.

He was married, in Boston, Massachusetts, July 19, 1866, to Miss Ellen Sullivan, a native of Ireland, and they have three children living and one deceased. The living are: Elizabeth, who is now the wife of Albert Courtenay, in Klickitat county; John E. and Lillie, both of whom are at home. The deceased was Margaret, who died in July, 1876.

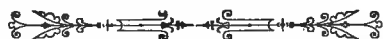
Mr. Healy belongs to the A. O. U. W. of Goldendale, and also to Pleasant Valley Grange, No. 86, P. of H. He is a progressive man, always ready and willing to aid in public enterprises, and is therefore patriotic in times of peace as well as in the days of conflict.

STANTON H. JONES.—Among the representative citizens of Klickitat county no one is more worthy of honorable mention in this volume than he whose name heads this sketch. His career began in the Buckeye State, where he was born March 23, 1830, a son of Saventon J. and Elizabeth (DeNoon) Jones, natives of Maryland and Ohio, respectively. The father died in 1850, the mother having passed away several years previously, leaving a family of seven children, Stanton H. being the fifth-born. He was reared to the independent life of a farmer, and followed agricultural pursuits until 1854. Desirous of seeing the great Western country, and verifying the reports of the rich gold fields that lay beyond the plains and the Rocky mountains, he set sail from New York bound for the Isthmus of Panama, from which port he took the John L. Stephens and in due time arrived in San Francisco. Thence he proceeded to Sierra county, where he engaged in the all-absorbing occupation of mining. For three years he sought the yellow dust, meeting with indifferent success. For a time he was interested in a schooner plying the Bay of San

Francisco, but in 1857 he came to Washington and located on Puget Sound, near Olympia, where he operated a sawmill for a time. In 1858 he was one of the Frazer river victims. Returning to California he settled up his business there, and the following year located in Klickitat county. He has resided on his present farm since 1878, the place consisting of 475 acres, of which 140 acres are under cultivation and annually sown to grain. He also gives some attention to the raising of live stock, and has some fine specimens in his fields. Studying Nature with a keen and sympathetic mind he has learned many of her secrets, and to such earth yields her choicest gifts.

Mr. Jones is a Republican of the pronounced type. He has served as County Assessor, and is now an efficient member of the School Board. He is a Trustee of the Methodist Episcopal Church, of which his family are members.

He was united in marriage June 2, 1870, to Miss Harriet Boots of Missouri, and to them one son has been born, George W.



DR. JOHN J. SELLWOOD, one of the prominent medical practitioners of Vancouver, was born at Oregon City, Clackamas county, Oregon, October 19, 1866, a son of Rev. John W. Sellwood, a native of Illinois. The father was a prominent pioneer of Oregon, was an Episcopal minister, and for many years was Rector of St. Paul's Episcopal Church in Oregon City. In 1878 he became Rector of St. David's Church in East Portland, where he remained until his death, in 1889. The mother of our subject, whose maiden name was Daily, was a native of Sydney, Australia.

John J., the only child of his parents, took a four years' course of study at Bishop Scott's Academy, graduating in that institution in 1884. He then began reading medicine under the supervision of the eminent Dr. S. E. Josephi, of Portland, and graduated with high honors at the Willamette University in 1887, and was then engaged in practice one year in East Portland. On account of ill health, Dr. Sellwood was obliged to give up his practice. He accepted a position with the Canadian Steamship Company, as physician on their line plying between Vancouver, British Columbia and Hong Kong, where he was employed one year, and then be-

came physician and surgeon to the Missionary Hospital of the Episcopal Church located at Tokio, Japan. In 1889 our subject took up his residence in Vancouver, since which time he has enjoyed a large and lucrative practice.

Dr. Sellwood has been twice married,—first at Portland, July 3, 1888, to Miss Kate Coburn, a native of Oregon. She afterward died, and in October, 1891, he married Miss Mary Hunder, a native of Washington. The Doctor is a member of the Oregon State Medical Association, and is health officer of this city. Socially, he affiliates with the Red Men, the O. U. A. M. and the I. O. O. F.



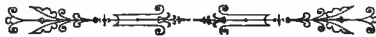
SN. SECRIST, ex-Sheriff of Clarke county, Washington, was born in Marysville, Grant county, Indiana, January 17, 1845, a son of Michael and Mary (McMahill) Secrist, the former a native of Virginia, and the latter of Kentucky. The father was born 1813, and was among the early pioneers of Ohio and Indiana. The Secrists are of Swiss origin, the ancestors having settled in settled in Virginia in the latter part of the seventeenth century. Henry Secrist and William Mc Mahill, grandfathers of our subject, were patriot soldiers in the war of 1812.

S. N. Secrist, the subject of this sketch, located with his parents in the southern portion of Iowa when he was quite young. At the age of sixteen years he began the battle of life on his own account; crossed the plains to Idaho, where he engaged in mining two years, and thence to Denver. At the latter place he enlisted as a private in the First Colorado Cavalry, and served on the frontier until 1866. Mr. Secrist then visited the haunts of his boyhood home, where he was engaged in mining and farming until 1872, and in that year located in Vancouver, Washington. He immediately took up a homestead of 160 acres adjoining the city, of which he still owns about eighty acres, and fifteen acres of the latter is devoted to fruit trees, which are in a healthy and thriving condition, giving good returns of fruit. He also owns residence property in the city. As a lumber merchant Mr. Secrist is considered an expert; was United States Inspector for the district from 1887 to 1889; was one of the organizers of the Fruit Valley Grange, but resigned

the management of their co-operative store to assume the duties of County Sheriff.

Politically, he is a stanch and active Democrat, was the choice of his party for his present office in 1887, and was re elected in 1890. He has always taken an active interest in school work, and has been a member of the Board of Directors for over twelve years.

March 22, 1868, in Iowa, our subject was united in marriage with Miss Elizabeth Odem, a native of Indiana. To this union have been born thirteen children, eight now living, namely: James M., John T., Mary, Frederick, George W., William H., Fanny M., and Grace M. In his social relations, Mr. Secrist affiliates with the K. of P., the I. O. O. F., also the Encampment degree of the latter order, and the P. of H.



JOHAN D. GEOGHEGAN, Register of the United States Land Office of Vancouver, was born in Galway, Ireland, December 25, 1842, a son of Michael and Mary (Sutherland) Geoghegan, also natives of that country. The parents came to America in 1846, but returned to their native isle the same year. In 1851 they again came to this country, locating in New York city.

John D. Geoghegan, the subject of this sketch, and the seventeenth in a family of twenty-one children, was reared and educated in New York. In 1862 he enlisted in the Eighteenth Regiment, United States Infantry, and served with distinction until the close of the war. In 1866 he received a First Lieutenant's commission in the regular army, but resigned his position in 1869, and for the following four years followed the sea, having previously studied navigation. In 1872 Mr. Geoghegan came West and again entered the regular army, but after the expiration of his term of service, in 1877, engaged in farming in Washington county, Oregon, until 1879. In that year he became transportation master in the Quartermaster's department, United States Army, at Vancouver, where he remained until 1885, and from that time was engaged in mercantile pursuits until appointed Register of the United States Land office, in 1890.

In 1880 our subject was united in marriage with Mrs. Elizabeth Grubb, *nee* McMullen, a native of Arkansas. She has one daughter by

a former marriage, Mary Grubb. Mr. and Mrs. Geoghegan have three children: Margaret M., Bessie and Ethel. Mr. Geoghegan is a stanch and steadfast Republican, and has always taken an active interest in political matters. He was elected to the State Legislature in 1889, has served as Justice of the Peace, and has been a member of the City Council. Socially, he affiliates with the F. & A. M., the A. O. U. W., of which he is now Grand Master of the State of Washington, and is a prominent member of and Past Post Commander of the G. A. R.



PROF. I. N. LAFFERTY, ex-Superintendent of the Public Schools of Clarke county, was born in Clarke county, Illinois, August 16, 1847, a son of Marshall and Elizabeth (Criss) Lafferty. His mother was a native of Pennsylvania, and descended from one of the early and influential families of that State. She died on this coast in 1878. The Lafferty family trace their ancestors on this continent beyond the date of the Revolutionary war. The great-great-grandfather of our subject, Joseph Lafferty, was a member of a company of minute men at the battle of King's Mountain, North Carolina. Marshall Lafferty was born in that State, but was raised in Kentucky. He was a soldier in the Black Hawk war, and crossed the plains to California in 1850, where he followed mining on the American and Feather rivers, meeting with fair success. In 1854 he returned to his former home, but in 1857 brought his family to California, spending the following two years in Vallejo. He then resided in Sonoma county until his death, in 1892.

I. N. Lafferty, the subject of this sketch, received his education in the public schools of Sonoma county, California, and at the Petaluma Institute. In 1865 he began teaching school in the former county, and also followed the same occupation five years in Mendocino county. In 1882 he came to Vancouver, Washington, where he was constantly engaged in teaching until 1888, and in that year was elected County Superintendent of schools. He retired from that position in 1893. Prof. Lafferty received a life diploma in California, a Territorial certificate in this State in 1883, a life diploma the following year, in 1892 received a State life di-

ploma, and holds two State certificates from Oregon. He has been constantly connected with educational matters since early manhood.

April 14, 1889, he was united in marriage with Miss Mary J. Smith, who died January 20, 1890. June 24, 1882, Prof. Lafferty married Miss Mertie L. Blair, a native of Missouri. In political matters, the Professor affiliates with the Republican party, and socially is a member of the I. O. O. F., in which he has passed all the official chairs.



J P. W. ANDRESON, proprietor of the City Bakery of Vancouver, was born in Denmark, May 26, 1863, a son of James and Mary (Volyaardsen) Andreson. Our subject, the eldest in a family of nine children, was reared and educated in his native country. In 1885 he emigrated to America, locating at Galveston, Texas, where he remained eighteen months, and while there learned the baker's trade. Mr. Andreson then spent a short time at Fort Scott, Kansas, and in 1888 began work at his trade in Portland, Oregon. He worked as a journeyman three years after locating in this city, and in 1891 opened his present establishment. He has a large and growing trade in Vancouver, and also ships to Fisher's Landing, Washougal, and other points in Clarke county. One wagon is employed constantly in delivering bread, pastry, etc. Mr. Andreson was naturalized in February, 1888.

March 26, 1892, he was united in marriage to Miss Carrie Olsen, a native of Denmark. Mr. Andreson takes no active interest in political matters, but socially affiliates with the Improved Order of Red Men and the I. O. O. F., of Vancouver.



S T. ARTHUR, Spokane, Washington, was born in Forest Grove, Oregon, in 1854. His parents, Richard and Laura J. (Mills) Arthur, natives of Missouri, moved to Oregon in 1844, being among the pioneer settlers of that State.

The subject of our sketch attended the public schools of Oregon, and later entered upon a clerical course in the State University. His

parents dying when he was quite young, he did not complete his studies in the University, and after leaving college he came to Spokane, where he has since resided. He was engaged in the hotel business ten years, during which period he was burned out two times, and each time rebuilt. Retiring from the hotel, he turned his attention to the real-estate business, in which he was engaged about two years. He has served as City Councilman two terms. In 1890 he was elected on the Republican ticket to the office of County Commissioner, and after serving two years was nominated by the same party by acclamation for another term of two years.

In 1878 Mr. Arthur was united in marriage to Miss Nellie L. Marsh, a native of New Lyme, Ashtabula county, Ohio. They have one child, Charles E., aged seven years.

Mr. Arthur is a member of the I. O. O. F., Spokane Lodge, No. 17. He is one of the most enterprising citizens of Spokane, and is often pointed out as an example of what thrift and a tenacity of purpose will accomplish when coupled with motives that have at heart the best interests of the community. Mr. Arthur's residence is located in the prettiest part of the city and is in every way a cozy home, of which he may well be proud.



FREDERICK W. WALD, a retired hardware merchant of Seattle, was born in 1848, in Prussia, Germany, where his ancestors had resided for many generations. In 1860 his parents, Gerhart and Sybilia Wald, emigrated with their children to the United States, locating first in St. Louis, Missouri, but one year later removed to a farm near Marion, Illinois. Frederick W. received his primary education in the schools of Prussia, and later attended the public schools of St. Louis. In 1864 he entered the Jones Commercial College, of that city, and his progress there was so rapid that he graduated after three months. Mr. Wald then secured an engagement as bookkeeper with Woodburn, Smith & Co., wholesale dealers in wagon and carriage materials and hardware; three years afterward became the cashier and treasurer, and subsequently manager of the business, continuing in their employ for a period of ten years. In July, 1875, he went to California, and after an extended trip through that

State located in Seattle. Soon after his arrival here, Mr. Wald met an old acquaintance, F. W. Wusthoff, and they engaged in the hardware business, making a specialty of mechanics' tools and builders' hardware. This business was far in advance of the town, and the enterprise was considered exceedingly hazardous, and probably short-lived. But they pushed energetically forward, and were rewarded by ample success. After two years our subject bought out his partner's interest, and continued alone until 1880, when James Campbell became a member of the firm. They conducted a successful business until 1886, and in that year Mr. Wald sold his interest and retired from active labor. Since that time he has been engaged in improving his property. He erected the Harvard block, 60 x 108 feet, on the corner of Second and Virginia streets, for business and residence purposes.

In Victoria, British Columbia, in 1879, he was united in marriage to Miss Emma C. Bossi, a native of New York city. They have had five children, namely: Charles, Rosa, Lilly, Frederick and Emma. Mr. Wald has served the city as Alderman, Secretary of the Board of Public Works, Superintendent of Water Works and in his political views supports the Republican party. Socially, he is a member of the I. O. O. F. and Encampment.

HENRY R. CAPLES, County Clerk of Clarke county, Washington, was the first male child born in Sidney, Fremont county, Iowa, December 5, 1851, a son of Henry L. and Margaret K. Caples. Our subject was reared in Clarke county, Washington, receiving his education in the public schools during the winter months, and worked on the farm in the summer seasons. In 1886 he was elected to the office of Justice of the Peace, serving a term of two years; in 1890 was nominated and elected County Clerk, again elected to the office two years later. Politically, he takes an active part in the Democratic party, and is deeply interested in both national and local politics. He has been a member of the School Board for many years.

Mr. Caples was united in marriage September 13, 1876, with Miss Emma J. Hathaway, a native of this county. They have seven children, namely: Lilly J., Margaret Estella, Robert F.,

Mary R., Alpha, Lucy M. and Henry R. Mr. Caples is presiding officer in the I. O. O. F., Vancouver Lodge, No. 3, and is an active worker in the O. U. A. M., Columbian Council, No. 1, and in Fruit Valley Grange, No. 8.

REV. ROBERT J. SMITH, S. J., Professor of Rhetoric and Poetry, and Director of Debating Society at Gonzaga College, Spokane, Washington, was born at Benicia, California, August 15, 1852. His parents, Thomas and Elizabeth Smith, natives of Ireland, came to America about 1850, and to the Pacific coast the same year. His father was in the military service of the United States. Both parents are deceased.

In 1865 Robert J. entered the Sisters' School at Walla Walla. He remained there until 1868, when he went to the Holy Angels (now St. James) College, Vancouver, Washington, and in November, 1871, entered the Society of Jesus at Santa Clara, California, and took an eight years' course. From that institution he was sent to San Francisco, and for five years taught in St. Ignatius College. Then he went East, and at Woodstock, Maryland, studied a course of theology, at the completion of which he was ordained at Ilchester by Cardinal (then Archbishop) Gibbons.

Returning West, Father Smith located at Spokane, Washington, and accepted a position as one of the professors of English at the opening of Gonzaga College. With this institution he has since been connected, being one of the most efficient members of its faculty.

SYLVESTER GOODNIGHT, Auditor of Clarke county, Washington, was born in Monroe county, Missouri, January 28, 1865, a son of William and Nancy (Bybee) Goodnight, natives also of that State. The ancestors of both sides were among the early colonial settlers of Kentucky. The family removed to Oregon in 1865, and two years later located in Clarke county, this State, where our subject attended school, and also graduated at the State Normal School at Monmouth, Oregon, in the class of 1888. For the following three years

Mr. Goodnight was engaged in teaching in that State, and then followed the same occupation in Clarke county, Washington. His political views are Democratic, and in November, 1892, he was elected County Auditor of this county. Although by no means a politician, Mr. Goodnight is a staunch advocate of public enterprises, and is ever ready to assist in all that are beneficial to the city or county.

June 13, 1888, he was united in marriage to Miss Ida M. Smith, a native of Oregon and a daughter of R. M. Smith, a pioneer of Polk county. Our subject and wife have one child, Lillian M.



FREDERICK A. BROWN, attorney at law of Tacoma, has attained a degree of prominence through his professional success in a comparatively short time, and the result is largely due to his possession in an unusual degree of both business and legal ability. He is a native of Illinois, born at Decatur.

His father, Josiah Brown, who was a physician, died at Decatur in 1889, after having practiced his profession in that city for more than thirty years. The mother still survives.

Frederick A. Brown, the subject of this sketch, received his preparatory education in the high schools of Decatur. After completing the course there he went to Chicago, where he was employed by a wholesale and retail grocery house, and while thus engaged he began a course of reading in law, which he pursued nights and mornings; later he went to Omaha, Nebraska, where he was employed as at Chicago.

After mastering the rudiments of the law he entered the law offices of Crea and Ewing at Decatur, Illinois, and subsequently entered the University of Michigan at Ann Arbor, studying in both departments of Literature and Law. While attending school at Ann Arbor, he appeared before the Supreme Court at Lansing, Michigan, and was by that body admitted to practice and afterward graduated from the law department, receiving the degree of LL. B. He began his practice at Decatur and was at once successful.

As the result of his study of selecting a permanent location, his choice fell on Tacoma, Washington, in which city he opened an office in 1890. Mr. Brown's practice has shown such

constant increase as would be expected from one whose preparatory career showed both pluck and determination. He has simply filled a field all his own and in his specialty of corporation, commercial and Realty Law, has a clientage that is nothing less than remarkable, and gives him one of the largest incomes from his practice of any lawyer in the State. He represents in Tacoma nearly all the wholesale concerns, besides a portion of the banking interests of the city, as well as many outside parties.

Mr. Brown is a member of the bar of the Supreme Court of the United States and practices in all the State and Federal courts.

He is a member of the State Bar Association, is an active Republican in politics, having attended most of the conventions as a delegate and always taking a leading part in organization. Mr. Brown is in the prime of life, being hardly more than thirty years old; is married and has one of the prettiest homes in the city.



ANDREW PETER BERGSTROM, who has been identified with the interests of King county, Washington, for a number of years, was born in Orebo Lane, Oby, Jockon county, State of Narke, Sweden, May 19, 1842. His parents were Peter and Cathrina (Nelson) Bergstrom. At the age of sixteen he shipped as a common seaman, and while thus engaged visited many of the principal cities of Europe. In 1867 and '68 he was captain of the Eric, a freight boat running between Stockholm and Swedbacken, during this time having ten men in his employ. In April, 1869, he landed in New York city. Retiring from the sea, he came across the country, via Kansas, Nebraska, Colorado, New Mexico and Texas, being employed at bridge work on the North Louisiana & Texas Railroad. From there he went to Chicago, where he was employed to superintend thirty men, grading the Grand Rapids & Indiana Railroad in Michigan. This work lasted eighteen months. In the fall of 1870 he located three miles and a half from Cadillac, Wexford county, Michigan, on a farm of eighty acres, for which he paid \$2.50 per acre. Later, in 1882, he was employed on bridge work for the Northern Pacific Railroad Company in Montana, remaining there five months. He then returned to his farm in Michigan,

Mr. Bergstrom dates his arrival in Seattle April 8, 1884. He traveled all over the Sound country, spending nearly the whole of the summer in travel, and in the fall located a ranch of 160 acres near Woodinville. He subsequently secured title to this land under the pre-emption law. He had left his family on the Michigan farm above alluded to, and in the fall of 1886 disposed of his property there and brought his family out West. In the meantime he had been working at the carpenter's trade, had built several houses on Lake Washington, and also the scow-boat Squak. He kept his family on the ranch for ten months and then moved to Seattle, where he secured employment in the car shops of the Seattle, Lake Shore & Eastern Railroad Company.

He continued in the employ of this company until the spring of 1892. His family had moved back to the ranch in the fall of 1891, and when he retired from the car shops he joined them in the country. He has since been devoting his time to clearing and cultivating his ranch.

Mr. Bergstrom was first married in October, 1872, to Guri Gulickson, a native of Norway. They had four children, all of whom have passed away. Mrs. Bergstrom died in August, 1876. June 10, 1877, he married Betty Hagstrom, a native of Sweden. Their children are: Laura E., thirteen; Hader A., eleven; Charlotte, nine; Eddy L., seven; Carl Frederick, five; and George Henry, three.



PETER HUGHES, contractor and builder, also brick manufacturer, Spokane, Washington, was born in Surrey, England, in 1846. His parents, Thomas and Elizabeth (Ellis) Hughes, natives of England, had a family of fourteen children, he being the twelfth born. Four of the sons became contractors and builders, their father having been engaged in that business. The latter was a prominent and enterprising man, and did a large and successful business before his retirement. He died in November, 1891, aged ninety-three years. His wife passed away in 1854. Both were members of the Established Church of England, and the father was an active church worker.

The subject of our sketch received his education in his native town, and there served an ap-

prenticeship to the builder's trade. The years 1867 and 1868 he spent in the city of London, working at his trade. In September of the last named year he came to America and located in Ontario, Canada, where he engaged in business for himself as a contractor, and remained there, doing a successful business, until 1885. Wishing for a larger field of action, he came to the Pacific coast that year, and in September settled at Spokane. Here he at once bought a home and established himself in business, beginning operations on the South Side. He has erected some of the finest buildings ever put up in Spokane, both residences and business blocks. In 1889 he took the contract to erect the State Insane Asylum at Medical Lake. This is one of the finest structures on the Pacific coast. While building it he made the brick on the ground, and at the completion of the building moved the brick plant to Poene, near Spokane. Here he has a large yard with a capacity of 45,000 brick per day, and manufactures both pressed and common brick. This plant cost him about \$10,000. Mr. Hughes has on the North Side, on the bank of the river, a beautiful residence, which commands a magnificent view of the surrounding country. He also owns considerable realty on the South Side.

Mr. Hughes is a man of family. He was married in 1868, to Miss Mary Jarrett, a native of England. They have four children living, namely: Thomas B., now his father's book-keeper; Minnie J., aged fifteen; Richard H., fourteen; and J. O., twelve. The family are members of the Methodist Church. Mr. Hughes is a public-spirited man and has always taken an active interest in educational matters. While in Canada he served as a member of the School Board eleven years, and since coming to Spokane has served in that capacity one year.



DR. ELMER DE VANDO OLMSTED, one of the leading physicians of Spokane, Washington, has his pleasant office in the Zeigler Block, corner of Riverside avenue and Howard street. He has been identified with the interests of this busy, growing town since December, 1887, and is therefore entitled to some personal consideration within the pages of this work.

Dr. Olmsted was born Davenport, Delaware county, New York, in 1848, and is a son of

Stephen S. and Clara E. (McMorris) Olmsted, both natives of the Empire State. They had a family of eleven children, he being the ninth born. His father, a farmer and dairyman in New York, left that State in 1856 and went to Victoria, Illinois, where he engaged in the manufacture of furniture and also had a store, and for eight years was Postmaster. He still resides in Victoria, where he is highly esteemed by all who know him. He is a member of the Methodist Episcopal Church. His wife passed away several years ago.

The Doctor's early education was gained in the schools of Illinois, where he lived for several years. After giving his attention to medicine for some time, he entered the Missouri Homeopathic College at St. Louis, in 1876, receiving his diploma in 1878. Settling at Plymouth, Illinois, almost immediately after graduation, he began practice. Upon coming West and locating in Spokane, Dr. Olmsted at once built up an excellent practice here. He is regarded as one of the most skillful homeopaths in the State, and probably has the largest practice of any physician in Spokane. He is a member of the State and County Medical Societies, and while his professional duties require his chief attention, he also has time for social demands. He is a prominent member of the Masonic fraternity, having taken the higher degrees of that order, and while in the East was Master of the lodge to which he belonged. He is also a member of the A. O. U. W. The Doctor owns valuable real estate in Spokane, and during the great fire of 1889 he lost heavily. He is one of the directors in the Citizens' National Bank.

Dr. Olmsted has been twice married. In 1868 he wedded Miss Ella Lang, a native of Illinois, who died in 1873, leaving two children, namely: Ama L., wife of Burton Taylor; and Carrie Edna, wife of Fred N. Taylor. In 1881 he was united in marriage to Miss Emma Sutton, who is also a native of Illinois.

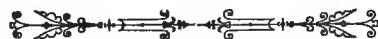


FRANCIS M. K. PUGH, the efficient Sheriff of Spokane county, Washington, was born in Linn county, Oregon, April 7, 1860, the youngest in a family of six children. His parents, Francis A. and Ruth (Jesup) Pugh, are natives of Kentucky and Indiana

respectively, and his father was among the first settlers of Oregon. One of Mr. Pugh's uncles served in both the Mexican and Black Hawk wars. Of his brothers be it recorded that they are men of progressive ideas, and have held various positions of trust in the States of Oregon and Washington. One brother, J. W. Pugh, is now a County Commissioner of Linn county, Oregon, and another, Felix M. Pugh, is Deputy Sheriff of Spokane county, under his brother.

The subject of our sketch has been a resident of Washington since 1879, and of Spokane since 1880. Mr. Pugh has taken an active part in the affairs of the State of his adoption, and is considered one of its most public-spirited citizens. He affiliates with the Republican party, and by that party was nominated and elected Sheriff of Spokane county in 1890, and was re-elected in 1892, being the present Sheriff and serving his second term. He has proved himself a most capable and efficient officer, having, in conjunction with his brother, Felix M., broken up one of the most lawless gangs with which the West was ever infested.

He was married in 1880, to Miss Carrie Hugbanks, and has four children: Ollie, Lottie, Belrand and Ralph.



EMIL GUNTHER, architect, Spokane, Washington, was born in Germany in 1850, only child of Emil Gunther and his wife. He received a university education and studied architecture under the best masters in Berlin, and for three years after completing his studies remained at Berlin in the employ of the Government, erecting barracks, etc.

In 1880 Mr. Gunther came to the United States. He spent three years in New York, three years in San Antonio, Texas, and two years in California, all the while being engaged in work at his profession. In 1889 he came to Spokane, Washington, arriving here just before the great fire of that year. Since then he has erected about fifty buildings, aggregating in value over \$1,000,000. Among these may be mentioned the Irving, Bryant, Bancroft and Franklin schools of Spokane; the high-school building of Medical Lake; Holzman's warehouse, Masonic block, Hogan's block, Mohr's block, Allen block, Vermont block, Lutheran church, etc., Spokane; also Bertrand Cottages,

and the residences of G. Koon, H. Currier, E. J. Dyer, J. S. Allen, J. Young, Judge Burk, P. Johnson and many others in Spokane.

Mr. Gunther was married while residing in Texas, and has three children. He affiliates with the Republican party.



JOSEPH NESBITT, manager of the Goldendale Milling Company, is well and favorably known in commercial circles in Klickitat county, and is entitled to representation in a work of this character; the following space has therefore been accorded him, and will be devoted to a brief outline of his career.

The building occupied by the Goldendale Milling Company was erected in 1878, and for two years the name of Thomas Johnson was associated with the prosecution of the business, after which it was carried on by S. H. Jones and Joseph Nesbitt until November 1, 1890, when the present corporation was formed. The mill is located on the Little Klickitat river, and is provided with both steam and water power. The main building is 30 x 50 feet, the elevator is 20 x 30 feet, and the engine house fifty-four feet square. The engine is forty-horse power, and the water power is utilized through a turbine. The interior furnishings and mechanical equipment of the mill are of the latest improved patterns. There are ten pairs of rollers, and the capacity of the plant is ninety barrels in a run of twenty-four hours. Four men, besides the manager, are employed. The product of the mill finds a market in Portland, Olympia and San Francisco, and a large and steady local trade has been established. The patrons assert that the flour and meal are not surpassed in quality by any other mill in the Northwest.

Joseph Nesbitt, to whose untiring energy the prosperity of this establishment is largely due, was born in the State of Ohio, in Stark county, October 10, 1842. His parents, Peter and Catherine (Baer) Nesbitt, were natives of Pennsylvania, of Scotch and German extraction respectively. The paternal grandfather, William Nesbitt, was a soldier in the war of 1812; the father died in 1861, and the mother passed away in 1890. In a family of eight Joseph was the fifth born. His boyhood was spent upon a farm; in early manhood he was apprenticed to learn

the carpenter's trade, and became master of the vocation, which he followed many years. In 1867 he left the State of his nativity, and proceeded toward the setting sun. Hannibal, Missouri, was his residence for a time, and thence he went to Kansas City, where he remained four years; Atchison, Kansas, was his home for a period of three years, and then he came to the Pacific coast, locating in Goldendale, Washington. Here he has since resided, and given his aid to the development of the county and State. He was interested in a sawmill during the first two years of his residence here, but now gives his entire attention to the business interests of the Goldendale Milling Company.

Politically, he affiliates with the Republican party, taking a deep interest in questions of a local and national nature; he has served as a member of the School Board for several years, and during two terms represented the people of Klickitat county in the office of Auditor. He has the honor of having been Mayor of Goldendale, which was incorporated in 1879, and has served two terms as a member of the City Council. He is a member of the I. O. O. F., F. & A. M. and the A. O. U. W.

Mr. Nesbitt was married in Missouri in 1868, this union being with Miss Eliza Clarkeon, of Indiana. Mrs. Nesbitt departed this life in 1875, leaving one daughter, Ada, the wife of W. F. Byers. The second marriage was to Miss Elizabeth Miller, of Oregon, a daughter of S. H. Miller, a well-known pioneer of 1852. There have been born of this union five children: Mary, Minnie, Frederick, Maggie and a son who died in infancy.



CA. WALSH, a medical practitioner of Seattle, was born at Fishkill Landing, on the Hudson river, New York, April 13, 1843, a son of William H. and Ann (Tousey) Walsh, natives of New York and Connecticut respectively. The father was a lawyer of considerable prominence, and for many years was Judge of the Circuit Court of Dutchess county. He also took an active part in shaping the Democratic party of that State.

C. A. Walsh followed a preparatory course of study at the high school of Newburg, and then spent three and a half years in Trinity College, Dublin, Ireland. Returning to the United States just prior to the late war, he enlisted on the

first call for troops, in Company C, Seventy-first Regiment New York Volunteer Infantry. The regiment was sent to Washington, and participated in the first battle of Bull Run. After the ninety days of enlistment had expired young Walsh was discharged and returned home, but a few weeks later re-enlisted for three years, in Company A, Ninth Regiment New York Volunteer Infantry, served in the armies of the Potomac and Cumberland, took part in the battles of Antietam, Falling Waters and Gettysburg, and the regiment was then sent to New York during the riots, and here Mr. Walsh was taken sick and subsequently discharged.

Returning to his home, he began the study of medicine under the preceptorship of Dr. Schenck, of Fishkill Landing, and Dr. D. Hayes Agnew, in the medical department of the University of Pennsylvania. After completing his second year at that institution, his finances became exhausted, and he was obliged to begin practice, which he did at the mines in Pottsville, Pennsylvania, passing through the Molly Maguire difficulties. Dr. Walsh spent one year in practice in that city, three years at Owego, eight years at Bay City, Michigan, and then moved to Detroit, Michigan. In 1882 he graduated at the Hahnemann Medical College, of Chicago. In 1887 he was instrumental in building and equipping Grace Hospital in Detroit. Of the funds for that purpose, \$150,000 was donated by United States Senator James McMillan, and an equal amount by his partner, the late Hon. John S. Newbury, to which additional amounts were subscribed, so that, after spending \$150,000 for land, building and equipments, there was an endowment fund of \$280,000. In connection with this institution there was established a training school for nurses, which is now one of the most popular in the United States. The hospital was opened in December, 1888, Dr. Walsh being duly installed as Medical Director and Surgeon. After two years of active service there his health became impaired, and he then made a tour in Europe, visiting the leading hospitals of Paris, Vienna, Berlin, Edinburgh, Glasgow and London. He then returned to Detroit to resume his duties, but, still in failing health, he decided that relief could be found only by change of climate, and he accordingly sent in his resignation. It was reluctantly accepted, and brought forth the following preamble and resolution, which were unanimously endorsed by the Board of Trustees:

"Whereas, Dr. C. A. Walsh has severed his connection with Grace Hospital and is about to remove to a distant State, and the Trustees wishing to express their appreciation of the eminent services rendered by him and his devotion to the interests of the said hospital, and recognizing the fact that but for his energy and perseverance as the trusted physician of the late Hon. John S. Newbury and the family physician of Senator James McMillan, the founder of said hospital, the same would not have been erected, and further that his ability, energy and skill were so fully recognized by the founders that they confided to him the execution of the details and counseled with him in all things connected therewith; therefore be it

"Resolved, That we tender to Dr. Walsh our best wishes for his success and happiness in his new home; that we know that his devotion to the interests of this hospital have ever been true, disinterested and intelligent, and that to him and his efforts its success is mainly due." Duly attested and signed, January 16, 1890.

On arriving in Seattle the Doctor began investing in property, and, his health improved, opened an office for the practice of medicine, giving particular attention to surgery and diseases of women, in which he had become eminent while in Detroit. He has erected a handsome dwelling, Colonial architecture, on Queen Ann hill. Dr. Walsh has invested extensively in both city and country property, thus identifying himself with the interests of Seattle and the State. In his social relations he affiliates with Miller Post, G. A. R., and blue lodge, chapter and commandery, F. & A. M. Religiously, he is a member of the Baptist Church.

Dr. Walsh was married in 1868, to Miss Sarah A. Lawson, a native of Newburg, New York. They have three children: James L., Frederick L. and William C.

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EDWARD M. McCLINTIC, proprietor of a livery, feed and sale stable on Market street, opposite St. Helen's Hotel, Chehalis, was born in Stephenson county, Illinois, September 13, 1853, a son of Nathaniel and Eliza (Sloan) McClintic, natives of Indiana. The parents are descended from old and influential families of that State. The father died the same year that our subject's birth occurred.

Edward M. McClintic, the youngest in a family of six children, passed the early years of his life on a farm. At the age of eighteen years he engaged in railroad work on the Union Pacific. In 1872 he became a locomotive fireman on the same road, and in the course of time was promoted to the position of engineer, in which capacity he continued until 1890. In that year he resigned his position, and located in Chehalis, Washington, since which time he has been engaged in the livery business. Mr. McClintic is one of those genial and accommodating gentlemen who has made a special study of the wants and necessities of the public in his line of business, and is prepared to furnish saddle horses and livery roadsters to those bent on business or pleasure. He makes a specialty of boarding stock, and also furnishes competent and careful drivers. He is always the same jovial and courteous gentleman, whether the call is a business or social one, and has the happy faculty of making new friends as well as retaining the good-will of those of earlier date. Although he has resided in the city only two years, Mr. McClintic is one of its most progressive business men.

In September, 1876, he was joined in marriage to Miss Theda E. Clarke, a native of Illinois. They have had four children: Winnie, Clarene, Viola and Myrtle (deceased June 14, 1885). On national questions Mr. McClintic votes with the Republican party, but in local politics is indeed liberal. Socially, he affiliates with the Masonic fraternity, and is a prominent member of the Brotherhood of Locomotive Engineers.



PS. WASHBURN, a capitalist and prosperous farmer of Gate City, Washington, and one of the original town site owners of that thriving little place, is a native of New York State, born May 16, 1826. He comes of old New England stock, his parents, S. and Vina (Warner) Washburn, being natives of New York State and Vermont, respectively. They were the parents of seven children, of whom the subject of this sketch is the only surviving member. Both parents died when the children were young, and they were left to care for themselves, with the assistance of relatives and friends.

The subject of this sketch was taken to Lee county, Iowa, to live with friends, but drifted from there to other places in pursuit of all kinds of work, principally farming, until he arrived at the age of twenty-three years. Then, becoming tired of having no steady occupation, he started, in 1849, for the gold fields of California. He went down the Mississippi to New Orleans, and thence across the Gulf to the Isthmus of Panama in a steamer, crossed the Isthmus and took a sailing vessel for San Francisco, at which place he arrived in the summer of that year, after forty-seven days' travel by land and sea. Gold was at this time very plentiful, and he visited and worked for seven years in most of the mining localities in California, meeting with great success. In 1856 he left that State and came to Oregon, settling on Applegate river. Here also he was engaged in prospecting and mining for about a year, when he started for the Sound country alone and afoot, carrying his blankets, and arrived in the spring of 1858, in Olympia, Washington Territory. Not finding employment here, he at once proceeded to Steilacoom, in the same Territory, and in the summer of that year began to work on the military road between Nisqually river and Seattle. In the autumn of the same year, he started across the country, traversing what are now known as Mason, Kitsap, Jefferson and Clallam counties, also Vancouver island, and came to Pierce county, where he pre-empted 320 acres of land on the Nisqually river. He lived here about seven years, when, in 1871, he traded his claim to Dan Mounts for the same amount of land on Black river, which latter tract was then covered by a dense forest. During his first winter there, he killed fourteen cougars or mountain lions, so wild was it, but at present he has the greater part of the claim under cultivation and has made many valuable improvements on it, until he now has one of the most valuable farms in the country. Two railroads, the Northern Pacific and Olympia & Gray's Harbor, run through his farm, making a junction at Gate City, the site of which was formerly owned by Mr. Washburn and R. B. Dodge. This place gives promise of becoming in time a thriving town, as the land around it is the very best and will soon be under excellent cultivation.

In 1874, Mr. Washburn was married to Mary J. McCallister, an estimable widow, who crossed the plains to Washington with her husband in an early day. After thirteen years of happy

married life, Mrs. Washburn died, leaving her husband childless and alone. He still resides on his farm, a genial, hospitable man, in the enjoyment of the esteem of all who know him, and whose best wishes he has for his future prosperity and happiness.

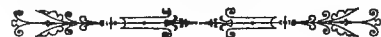


CAPTAIN SAMUEL JACKSON, one of the oldest steamboat navigators of Puget Sound, was born in Plymouth, Massachusetts, November 17, 1832, son of Captain Samuel and Nancy (McCreedy) Jackson, natives of Long Island and Massachusetts respectively. The subject of this sketch was reared under the influence of seafaring stories, and when but ten years of age he would accompany his father on his fishing excursions during the summer months, and during the winter found employment about the foundries and shipyards, with but limited opportunities for attending school. He followed fishing up to his seventeenth year, then sailed upon larger vessels, through the deeper seas. During his earliest voyages on the Elizabeth Fulton, about 1850, en route to the Pacific coast, the vessel foundered near the equator and went down. The crew all escaped in lifeboats, and after four days reached the land. He then sailed on the Criminal around Cape Horn to Valparaiso, thence by the ship St. Bernard to Callao and back to Philadelphia. He then sailed with the Enoch Train line of packet ships from Boston to Liverpool, carrying freight and passengers. He continued in that service five years, going in before the mast and coming out as mate. He then sailed as boatswain on the Niagara, from New York to Liverpool, and was wrecked on the Black Water banks in the Irish channel, and out of 265 passengers all were saved excepting two. Our subject continued sailing on the Atlantic up to 1856, then spent the summer on the Lakes Michigan, Superior and Ontario, and in the fall of 1856 went to New York and shipped as second mate on the ship Webfoot for San Francisco, arriving in May, 1857. He then struck out for the mines and passed the summer in various districts with reasonable success. In the fall he sailed to Hong Kong on the ship Sancho Panza, returning to San Francisco in 1858 on the ship White Swallow. In the fall of 1858 he again visited the mines and contin-

ued through California, Nevada and Mexico, up to 1861, then came to Puget Sound, which he had visited in 1858. He engaged in steamboating on The Ranger No. 2. Since 1861 the Captain has served in various capacities in steam boat and tug boat service, and about four years as partner of Henry Atkins, in driving piles and building docks by contract. They built the first docks at Tacoma when the new town was being established. The Captain has also had quite a mining experience in the Cariboo districts and at the headwaters of the Yukon river, where he met with flattering success, securing \$2,000 in twelve days. Since 1890 he has been less active in navigation, giving more time to his personal affairs.

He was married in 1890, to Mrs. Rosa (McLain) Olney, widow of Captain Olney. They have one child, Helen, and Mrs. Jackson had three by her former marriage: Earnestine, Jessie and Moses.

The Captain has a handsome cottage home on the corner of Fifth and Virginia streets, where the family reside, and he also owns other valuable property. Socially, he is a member of the American Brotherhood of Steamboat Pilots.



JS. BRACE, manager of the Western Mill, at Seattle, was born in Ontario, Canada, in August, 1861. His ancestors were from England, emigrating to America in the seventeenth century, and locating in New York State, where for generations they were extensively engaged in the lumber business. Descendants subsequently removed to Ontario, where Lewis J. Brace, the father of our subject, was born. Being brought up in the lumber business, he adopted that line of occupation, and became one of the most extensive lumber merchants and bridge contractors of Western Ontario. His wife, Mary (Gibson) Brace, was born in Ireland, but was brought to Canada in childhood and there reared and educated. J. S. Brace was educated in the private school of Dr. Tassie, at Galt, Ontario. At the age of sixteen years he entered the lumber business with his father, and managed the lumber department while his father looked after the building of railroad and county bridges. In 1883 Mr. Brace and family removed to the eastern part of the Territory of Washington, where Mr.

Brace engaged in the stock business, while J. S. Brace became connected with the Spokane Mill Company as superintendent, and remained in their employ four years. In 1886 the firm of L. J. Brace & Son was organized to engage in the lumber business, with a mill on Priest river and lumber yards at Spokane. In 1887, J. S. Brace resigned his position with the Spokane Mill Company to join his father in the new enterprise, and with him continued for one year, then came to Seattle as superintendent of the Western Mill, of which he is now manager. At that time the capacity of the mill was 30,000 feet per day, and so continued up to August, 1889, when a new mill was erected with a capacity of 100,000 feet per day, and the old mill converted into a sash and door manufactory, to supply the jobbing trade. The firm also operated a planing and lath mill, employing a force of 300 men in the several departments. In 1892 the sash and door factory was leased and the mill is now operated in the manufacture of lumber, lath and finishing materials, affording employment to about 150 hands, the product being marketed in California, Mexico and throughout the East. The mill is also well known and patronized by the general trade. Mr. Brace retains his interest in the firm of L. J. Brace & Son. He was one of the incorporators of the Northwest Fixture & Electric Company of Seattle, and owns valuable real estate, improved and unimproved, in the vicinity of of Lake Union. He was married at Seattle, in 1890, to Miss Katie Frankland, of Providence, Rhode Island, and one child, Sarah Evelyn Maude, has blessed this union.



HARRY McNEILL, passenger and ticket agent of the Northern Pacific Railroad Company, Spokane, Washington, was born in Clermont county, Ohio, December 13, 1861, son of James and Mary (Fee) McNeill. Early in life he moved to Indiana. There he attended the public schools, afterward going to Yellow Springs, Ohio, where he entered Antioch College, taking the literary course and graduating three years later.

In 1880 Mr. McNeill commenced railroad work for the Chicago, Saint Louis & Pittsburg Railroad, a branch of the Pennsylvania system. He held this position until 1886, when he con-

nected himself with the Northern Pacific, and was stationed at Minneapolis. There he remained until 1888, when he went on the road for them in the capacity of ticket exchanger. In 1890, when the office of passenger and ticket agent was created at Spokane, Mr. McNeill was given the position and has satisfactorily filled it since that time. He is thoroughly well posted in the details of his department and the information he imparts to the public is reliable and well calculated to induce them to patronize the road he so well represents. Mr. McNeill takes a just pride in the road and never tires of expatiating on the beauties of the country through which it passes, and its superior and unexcelled passenger service. The interests of the road he has at heart, and it would be difficult to fill his place should he be called to some other field of action.

Mr. McNeill was married in 1887, to Miss Lizzie Campbell, a native of Williamsburg, Indiana, and has an interesting little son, two years old, named Kenneth. He has brought his family to Spokane and hopes to make this city his permanent home.

Politically, he is a Republican and is devoted to the interests of that party.



W G. V. RENWICK, professional accountant, Spokane, Washington, was born in Aberdeen, Scotland, December 25, 1861. His father, a clergyman, was a native of Northumberland, England, and his mother was a descendant of the ill-fated house of Stuarts.

The subject of our sketch received his preparatory education at Rugby. He then took a classical course at Clifton University and also studied theology. Leaving school before he completed his course, he went to sea as purser in the merchant marine service. In 1881 he came to America and located at Winnipeg during the boom in Manitoba, and while there was engaged in speculating and farming. He came to the United States in 1884 and settled in Wisconsin, turning his attention to the lumber business for a time. In 1887 he again directed his course westward, and took up his abode at Puget Sound. He entered the service of Pierce county, as accountant, and established a system of county bookkeeping that was considered the most efficient of all in the State. He revised

the books of Pierce county in such a manner that his work was most favorably commented upon and attracted wide-spread attention. About this time the county of Spokane required the service of an expert accountant, and at the earnest request of Judge J. J. Peel, Mr. Renwick came to Spokane in May, 1891, and took charge of the books, and as the result of his efficient work Spokane is considered the banner county of the State as regards its books.

Mr. Renwick was married in 1888, to Genevieve Maude Masters, a native of Corning, New York. He is a member and one of the choristers of the Episcopal Church.



DR. DAVID F. EAKIN, one of the oldest practicing physicians in Spokane, and a prominent and worthy citizen of the place, dates his birth in Carroll county, Ohio, in 1830. He is the seventh born in a family of eight children that reached adult years. His parents, David and Margaret (Cross) Eakin, were natives of Pennsylvania and Delaware respectively. They were married in Pennsylvania and about 1813 or '14 moved to Ohio and settled in Carroll county, where they passed the rest of their lives, the mother dying in 1860 and the father in 1864. The latter was a farmer and took an active interest in political matters. He was not, however, an office-seeker and would never accept office. He and his wife were worthy members of the Presbyterian Church and in that faith they reared their family.

The subject of our sketch received his education at Hagerstown Academy and at Salem, Ohio, and began the study of medicine at Waynesburg, that State, in 1855, receiving private instructions for two years. He then began to practice. In 1858 he graduated at the Cincinnati Medical and Surgical College, and the following year practiced his profession at Augusta, near his old home. In 1859 he went to Colorado, spent six months in prospecting for gold, and then returned east as far as Glenwood, Iowa, where he established himself in practice and continued to reside for twelve years. In 1862 he entered the army as Assistant Surgeon in the Twenty-ninth Iowa Infantry, and remained in the service two years, being First Surgeon for eight months of that time. In 1871 Dr. Eakin moved to Beloit, Kansas, then

a new town, and identified himself with its interest and resided there, engaged in the practice of his profession, until about 1881, when he moved to Rich Hill, Missouri. Six months later we find him in California and located at Los Angeles. In the spring of 1883 he came to Spokane county, Washington, and took up his abode at Rockford, and in 1889 moved to Spokane. He is conducting a successful practice here, has bought city property, and has thoroughly identified himself with the interests of the place. He is a Republican, taking an active part in political matters.

Dr. Eakin was married in 1854, to Miss Amanda J. Brothers, a native of Ohio. They have had eight children, five of whom are living, viz.: Frank E., James D., Carrie M. (wife of Dr. Rhodes,) Willie N. and Carroll Victor. Thomas C. was drowned at Beloit, Kansas. The other two died in infancy. He and his family are members of the Presbyterian Church.

The Doctor is a prominent member of the G. A. R., and is now serving on the Pension Board. He is also a member of the Spokane County Medical Association.



BENJAMIN W. PETTIT, manager of the Seattle Clearing House Association, was born at Rock Island, Illinois, February 26, 1867. His paternal ancestors were among the early settlers of Pennsylvania, where his grandfather held a prominent position as a civil engineer and later in Maryland, as a banker. He located the old Cumberland turnpike before the days of railroads, and subsequently located the first railroad out of Baltimore, the same being among the first railroads of the United States.

Hon. Wm. B. Pettit, the father of our subject, was born in Cumberland, Maryland, subsequently removing to Illinois, where he married Miss Emily Coldy. Mr. Pettit was prominently connected with the milling interests of Rock Island, and later entered into the grocery business in which he is now engaged. Benjamin W. was educated in the schools of Rock Island up to the age of sixteen years, when he entered the Bryant & Stratton International Business College at Davenport, Iowa, where, in 1884, he received his diploma and at which time he was tendered and accepted a position with Henry

Dart's Sons, wholesale grocers, as bill clerk, and later was advanced to the position of book-keeper, continuing in their employ four and one-half years.

In November, 1889, he came to Seattle. His first employment was as stenographer for attorney George E. M. Pratt, but in December following he secured the position as accountant for Dexter Horton & Company, bankers, and has continued in that position. He was married, at Rock Island, Illinois, October 14, 1891, to Miss Anna C. Kahlke, a native of New Orleans, and of German descent. This union has been blessed with one child, Eloise Marie.

The Seattle Clearing House Association was organized June 1, 1889, but the first meeting was closely followed by the great fire of June 6, so that the business of the association was not really commenced until August 26, 1889. The original banks constituting the association were the Puget Sound National, First National, National Bank of Commerce, Merchants' National, Dexter Horton & Company Guarantee Loan & Trust Company, Commercial National, Washington National, Washington Savings, and Boston National. Since the date of organization the following banks have joined the association: King County Bank (now Puget Sound Savings Bank), Bank of British Columbia, Seattle National, North End Security Savings Bank, and the Scandinavian-American Bank. The first officers elected were Jacob Furth, president; Abram Barker, secretary and manager, and subsequently, in September, 1891, Mr. Pettit was elected manager. Business was active after the fire and the clearances from August 26 to January 1, 1890, amounted to \$16,579,478.85; from January 1, 1890, to January 1, 1891, \$56,753,230.09; from January 1, 1891, to January 1, 1892, \$48,976,347.90; from January 1, 1892, to January 1, 1893, \$55,514,556.21. The value of the clearing-house association in expediting business is thoroughly recognized in the financial and commercial circles of the city.



ANDREW HEMRICH, president of the Seattle Brewing & Malting Company, was born in Alma, Wisconsin, October 31, 1856. His father, John Hemrich, was a native of Baden, Germany, but emigrated to America in 1850. By trade he was a practi-

cal brewer, and locating in Keokuk, Iowa, he erected a brewery and established himself in business. He was there married to Miss Katherine Koepple, a native of Bavaria. The temperance movement forced Mr. Hemrich to leave Iowa early in 1856. He then removed to Alma, Wisconsin, and there continued the same line of business up to 1884, when he moved to Seattle, where he now resides. Andrew Hemrich received an elementary education at Alma, which was continued in the practical duties of life, as at the age of ten years, he began work in his father's brewery, and three years later was sent to La Crosse, as an apprentice to learn the brewing business. This was followed by two years in breweries in Milwaukee, one year at Denver, Colorado, and one year at Eureka, Nevada. In 1876, with two companions, all well mounted, he made a trip of 1,700 miles through the Yankee Fork mining district of Idaho, but the claims being all covered and the country being in constant danger from the attacks of hostile tribes of Indians, the party continued to Butte, Montana, then but a small mining settlement. At Glendale, thirty-five miles from Butte, Mr. Hemrich started a small brewery, selling his product at \$21 per barrel. This he continued for eighteen months, then sold out and engaged in mining, in which a short experience exhausted his accumulated savings. He then gave up mining and going to Bozeman resumed his trade as foreman of a small brewery and there remained until February, 1883, when he came to Seattle and forming a co-partnership with John Kopp started a small steam beer brewery with an annual capacity of 2,500 barrels. This was the nucleus of the present Bay View brewery.

In 1884 Mr. Kopp sold out his interest to the father of our subject, and in 1885, the latter's brother-in-law, Fred Kirschner, entered the firm, then known as Hemrich & Co. With the growing demand the capacity of the brewery was increased from time to time up to 1887, when the brewery was rebuilt and with improved machinery the firm engaged in the manufacture of lager beer, with a capacity of 80,000 barrels per year. The product was sold throughout the Northwest. In April, 1891, the business was incorporated as the Bay View Brewing Company, with a capital stock of \$300,000, and so continued up to the spring of 1893, when the company consolidated with the Albert Braun Brewing Company, and the Clauson-

Sweeney Brewing Company, under the incorporate name of Seattle Brewing & Malting Company, with a capital stock of \$1,000,000, Mr. Hemrich continuing as president. In 1892 our subject was one of the organizers and incorporators of the Victoria Brewing & Ice Company, of which he is vice-president. He has also extensive mining interests in the Cascade mountains, twenty miles east of Snoqualmie Falls. The claims cover 6,000 x 600 feet on one ledge, and 4,500 x 600 feet on a parallel ledge, gold-bearing, running from \$5 to \$105 per ton. Mr. Hemrich is also president of the Eureka Coal Company, and owns valuable improved and unimproved property in the city of Seattle.

He was married in Seattle, in 1885, to Miss Amelia Huckle, of Essen, Germany. They have four children: John, Alvin, Earnest and Katherine. Socially, Mr. Hemrich affiliates with the K. of P., I. O. O. F., Sons of Hermann and the various German societies.



FRED KIRSCHNER, treasurer of the Seattle Brewing & Malting Company, was born in Cincinnati, Ohio, May 21, 1856. His parents, Frederick and Mary (Weicke) Kirschner, were natives of Germany, but emigrated to America in the early '50s and located in Cincinnati, where Mr. Kirschner followed his trade of molder in an iron foundry. In 1856 he removed to Buffalo City, Wisconsin, and engaged in the draying business up to 1869, then in farming until 1888, when he removed to Seattle, where he now resides. Our subject was educated in the schools of Wisconsin, and remaining at home followed the avocations of the farm until April, 1878, when he was married at Alma, Wisconsin, to Miss Emma Hemrich. He then located in Alma and was connected with the brewery of Mr. Hemrich for one year, then for three years was proprietor of the Union House. He then purchased a plant and engaged in the manufacture of soda water, which enterprise he continued until 1885, when he came to Seattle and purchased an interest in the Bay View brewery, assuming the duties of secretary and continuing in such capacity until April, 1891, when, upon the incorporation of the Bay View Brewing Company, he was made secretary and treasurer, and so continued up to

the spring of 1893, when the Bay View consolidated with the Albert Braun Brewing Company and the Clauson-Sweeney Brewing Company, under the incorporate name of the Seattle Brewing & Malting Company, and Mr. Kirschner was elected treasurer of the new organization. He is also interested in valuable mining interests in the Cascade mountains, and now owns real estate in the city of Seattle.

Mr. and Mrs. Kirschner have three children: William, Andrew and Emily. Socially, Mr. Kirschner affiliates with the social and benevolent German societies of Seattle.



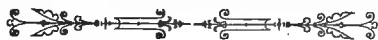
HON. JAMES M. CARSON, City Comptroller of Seattle, was born in Shelby county, Ohio, June 7, 1846. His parents, Andrew and Mary (Wallingford) Carson, were descended from pioneer settlers of the same State. The subject of this sketch was reared upon the farm and educated in the common and graded schools of Ohio. He remained at home until July, 1863, when the spirit of patriotism inspired him to enlist in defense of his country. Though but seventeen years of age, he was accepted and went out with Company G, Ninth Ohio Cavalry, commanded by Colonel W. D. Hamilton. Their service was with General Sherman during his memorable march to the sea. Mr. Carson was detailed during part of service, as dispatch carrier, from the headquarters of General Brahman, but he took part in every engagement with his regiment, the most severe being at Atlanta, Georgia, Aiken, South Carolina, and at Rogersville, Tennessee, where his horse was shot from under him, though he himself was uninjured. He was mustered out at Lexington, North Carolina, in July, 1865, and then rode his horse back to his home in Ohio. He then resumed his education, and by teaching was enabled to complete the course of study at the State Normal School, and also to take up the study of law.

In 1875 he was elected to the House of Representatives from Shelby county; and in 1877 to the Ohio Senate from the counties of Miami, Darke and Shelby. In 1878 he was appointed by Governor Bishop as Aid-de-camp upon his staff, with rank of Colonel. He was admitted to the bar in February, 1878, before

the Supreme Court of Ohio, and then located in practice at Anna, Shelby county, where he continued until 1885. During this period he served as Mayor of the city and as Justice of the Peace for four years. In 1885 he was appointed, under the Cleveland administration, as special agent of the General Land Office, and assigned to the Puget Sound Land District with headquarters at Olympia, serving in that capacity until the inauguration of Benjamin Harrison, when he tendered his resignation. Having become well versed in the land laws, and with an extended acquaintance through the State, he then engaged in the practice of law, making a specialty of legal points connected with the land business, appearing before the land officers of Olympia and Seattle. He continued this form of practice up to May 1, 1892, when he was appointed City Comptroller by the Mayor and Board of Aldermen of the city of Seattle.

Mr. Carson was married in Shelby county, Ohio, January 1, 1872, to Miss Bessie E. Staley, a native of Ohio and daughter of John and Katherine Staley, pioneers of the State. This union has been blessed by three children: Millard E., Oliver P. and Victor V. Mr. Carson has recently completed a handsome residence on Harvard street, and by wise investment, owns valuable city and acre property in the counties of King, Pierce, Chehalis and Skagit.

In his official career he has been a wise and able manager, honest in his intentions and performing impartially the duties of trust imposed upon him.



J A. STOUT, one of the first landholders of Klickitat county, was born in Lenawee county, Michigan, in 1836, a son of Johnson and Sarah G. (Castle) Stout, natives of New York. J. A., the fifth in a family of ten children, four now living, remained in his native State until twenty years of age, attended school in Baraboo, Wisconsin, one year, and then went to Winona county, Minnesota. While there, in 1863, he enlisted in the Ninth Minnesota Infantry, for the late war, was stationed at Fort Snelling, was taken to Nashville, also to Memphis. He was assigned to the hospital at the latter place, where he was engaged as a nurse until the close of the struggle. Mr. Stout

then spent two years in Minnesota, after which he made an extended trip, by way of New York, around the Isthmus of Panama, landing at San Francisco. He spent the next two years in Salem, Oregon, was afterward in Linn county, that State, and then came to Klickitat county, Washington, purchasing the homestead of 160 acres where he still resides. The year of 1874 was spent in the reservation north, and during the following year he was in the Government employ at Fort Yakima, Washington. Mr. Stout is a member of the G. A. R., Baker Post, No. 20, of Goldendale, and, although not at present holding an office, has the honor of being Past Commander. He supports the principles of the Republican party, in which he takes an active interest. He was the first Clerk of the county, was appointed Auditor to fill an unexpired term of two years, and in 1882 was elected to the office of County Commissioner, of the third district, which position he held four years.

Mr. Stout was married April 17, 1862, to Miss Allecia Pike, a native of Maine, and a daughter of Moses and Phebe (Scribner) Pike, natives also of that State. They were of a race notable for longevity, and the grandfather was a soldier in the Revolutionary war. Mr. and Mrs. Stout have one child, Elsie E. The family are members of the Methodist Episcopal Church.



ROBERT WATSON, a progressive agriculturist of Klickitat county, Washington, was born in the Dominion of Canada, near Woodstock, Ontario, October 30, 1845. His parents, James and Mary Watson, were natives of the Emerald Isle, and his father was a farmer by occupation. He passed his boyhood and youth in the place of his birth, but in 1868 determined to see more of the world, and, attracted by the reports of the fortunes that were so frequently found in a day in the Golden State, he started for California, shipping from New York on the steamer Colorado. He went via Panama, arriving in San Francisco on the Golden Age, May 1, 1868. From that city he went to Napa county, and engaged in farming in the employ of H. H. Hudemann. He spent ten years in Napa county, and then came to the Willamette valley in Oregon, where he bought a place twelve miles east of Salem; he returned to California, but soon afterward came to Wash-

ington, and purchased 160 acres, on which he now resides, nine miles from Goldendale. He also purchased of the Northern Pacific railroad company 240 acres, located eight miles east of his residence farm. He has made many good improvements and the place is well stocked with excellent grades of stock. He has also bought from the Government 160 acres on the hill-side adjoining his place.

Mr. Watson was married April 15, 1873, in Canada, to Miss Anna Ferguson, who was born near Woodstock, Ontario, a daughter of Robert Ferguson. Six children have been born of this union: Elmer, Angus, Maude, Ida, Callie and Fred.

Mr. Watson is a member of Alumnus Lodge, I. O. O. F., at Goldendale. He takes an active interest in the welfare of the community which he has helped to develop, and has put forth great efforts to elevate the educational standard of the county. For nine years he has served as Director of school district No. 6, and has been very faithful in the discharge of his duties.



JAMES B. EAGLESON, one of the foremost medical practitioners of Seattle, was born in Chillicothe, Ohio, August 30, 1862. His father, William Eagleson, was a native of county Antrim, Ireland, but at the age of three years emigrated with his parents to the United States, locating near Chillicothe, where he followed an agricultural life. He married Miss Elizabeth Hodsden, a native of Ohio.

James B., our subject, was educated in the public schools, and in the higher branches by private instructors. At the age of seventeen years he began teaching, and thus by personal effort secured the higher education, and made possible the study of medicine. In 1881, under the preceptorship of Dr. D. H. Scott, of Chillicothe, he began reading medicine, which science he perfected at the College of Physicians and Surgeons, of Chicago, graduating at that institution with the class of 1885. By competitive examination Mr. Eagleson then secured entrance into the United States Marine Hospital at Chicago, as medical cadet, subsequently becoming Junior Hospital Steward. In September, 1886, he was sent to port Townsend, Washington, as Hospital Steward; and in August, 1887, came

to Seattle, to establish the Marine Hospital station at this port, and was put in charge as acting assistant surgeon, which position he still continues to fill. The hospital has grown in importance, and is now in the second rank of marine hospital stations in the United States in charge of acting assistant surgeons. Shortly after coming to Seattle Dr. Eagleson was appointed Surgeon of Grace Hospital, which position he filled until the spring of 1889, when he, with three other physicians, incorporated the Washington General Hospital Association, leased the Grace Hospital, which was continued under the above name, with accommodations for forty-five patients. In addition to hospital work, the Doctor has followed a general practice. He formed a partnership with Dr. Lewis R. Dawson, on January 1, 1891, under the firm name of Dawson & Eagleson. To extend his knowledge of surgery, in September, 1892, Dr. Eagleson made a trip to Europe, and spent about four months in visiting the Royal Infirmary of Edinburgh, and the various hospitals of London.

The Doctor was married in Seattle, July 1, 1889, to Miss Blanche Mills, a native of Michigan. Dr. Eagleson has been an active worker in medical societies, and at present is President of the King County Medical Society; Treasurer of the State Medical Society of Washington; a member of the American Medical Association; the American Medical Temperance Association, and the Association of Military Surgeons of the United States. He is also a member of the State Board of Health and Bureau of Vital Statistics, and United States Board of Pension Examiners. He has always taken a great interest in the National Guard, having served as a private in Company E of the First Regiment for three years, within which time the company did active duty at the time of the big fire in Seattle, June 6, 1889, and during several mining strikes. On August 4, 1893, he was appointed by Governor McGraw as Surgeon General on the staff of the Commander-in-Chief, with the rank of Colonel.



RANKO PETKOVITS, a well-known resident of Seattle, and the only manufacturing furrier in the State of Washington, was born in Southern Hungary, July 26, 1854. After securing a practical common-school

education, he decided upon the furrier business as an occupation, and, to perfect himself in the art, he first served a three-years apprenticeship with a manufacturer at Arrand, then spent four years in different manufacturing establishments in Germany, one year in Paris, six months in London, and in 1882 removed to America and spent nearly three years with the leading furriers of New York city and Boston, learning the language of the country and the styles and methods of doing business among the American people. In 1885 he came to San Francisco, and in the spring of 1886 to Portland, Oregon, gathering up ideas as to the handling of skins and furs on the Pacific coast. Thus securing a careful knowledge of the fur business of the United States, and being desirous of engaging in business, he selected Seattle as the most desirable location, it being the greatest city of the Northwest and nearest to the seal fisheries of Bering Sea, and to the trapping grounds of British Columbia and Alaska. Mr. Petkovits came to Seattle in June, 1886, and with \$3,000 as cash capital, at once engaged in the fur business. In February, 1887, he took in as partner Mr. C. L. Hibbard, and the firm conducted a general business in hides, pelts, wool and manufacturing furs. After one year the firm dissolved, divided the stock, and Mr. Petkovits continued the manufacturing department, and ran a small tannery therewith for the preparation of skins. In the great fire of June, 1889, his manufactory was burned out, with almost a total loss of pelts and stock. This was a serious blow, but two months later he resumed business, which has forged steadily and successfully forward, until his stock now represents about \$20,000. For two seasons he sent out sealing schooners to the fisheries, but owing to unfortunate management of vessels this venture proved a failure, and he now purchases skins in shipload lots and exports to the markets of New York and London, also handling the pelts of all the fur animals of the Northwest, which are procured from the natives and trappers. He carries a large stock of manufactured goods in fancy furs, carriage robes, rugs, etc. Mr. Petkovits personally supervises all the work which he produces, and with his thorough knowledge and honorable business methods, his success has been well deserved, and in the same he takes an honorable degree of pride. He has also dealt considerably in real estate, and owns valuable improved and unimproved residence property in Seattle and

acre property south of the city. July 12, 1893, Mr. Petkovits opened a branch establishment at Spokane, in the business operations of which city the enterprise is destined to become an important factor.



AARON WEBSTER, a successful farmer and lumberman who came to Washington in an early day, and who now resides two miles from Bucoda, was born near Barnesville, in Belmont county, Ohio, July 30, 1828. His parents, William and Sarah (Dod) Webster, were natives of Lancaster county, Pennsylvania, of sturdy German descent and pioneers of Ohio, where his father was a prosperous farmer.

The subject of this sketch resided at home until he was sixteen years of age, when he started for the extreme west, of which many favorable things were told concerning the opportunities afforded a young man of intelligence and energy. On arriving in Henry county, Iowa, however, he found his surroundings so congenial that he decided to remain there, and apprenticed himself as a millwright, at which business he afterward worked in that vicinity for eight years.

Hearing in the meantime renewed rumors of the wonderful advantages of the far West, he left Iowa, in the spring of 1852, for the Pacific Coast, crossed the plains by ox team, and after a tedious journey of three months arrived safely at Portland, Oregon, then a small town. Soon after his arrival, he started for the Rogue river mines, and after four months there he proceeded to the gold mines in Shasta county, California, at which latter place he worked one year, when he returned to Oregon and commenced work at his trade. He was thus employed for three years, at the end of which time he emigrated to Washington Territory, making his home at Olympia, but working at various places on the Sound until 1857. He then went to the southern part of Thurston county, where he pre-empted 160 acres and afterward homesteaded 160 acres more, also subsequently entering 160 acres with land warrants, all on the banks of Skookumchuck river and where Bucoda is now situated. He here built a sawmill, which he operated about seven years, at the end of which time he sold out his land and mill and

bought a farm of 540 acres, which is situated two miles from Bucoda, and on which he now resides with his family.

On the outbreak of the Indian war in 1855, Mr. Webster joined the company of volunteers known as the Spokane Invincibles, under the command of Captain B. F. Yantes. Mr. Webster was First Lieutenant of the company, which was mustered out of service after two and a half months, having done efficient work in the cause for which it was enlisted. In 1854, Mr. Webster was elected Colonel of the Territorial militia, but declined to serve, and it is mentioned as showing the high regard entertained for him by his associates.

In 1861, Mr. Webster was married to Sarah Yantes, daughter of Alexander and Sarah Yantes and a niece of Judge Yantes, a prominent official. She crossed the plains to Washington with her parents in an early day. In 1871, Mr. Webster was called upon to mourn the death of his wife, who left three children to his care: Anna C., now Mrs. Wolf; Sarah M., now Mrs. Jackson; and Maude, at home. Mr. Webster continued to reside on his farm with his daughters as housekeepers until his marriage, April 8, 1879, to Mrs. W. H. Smith, an estimable widow. Her maiden name was Louisa Miles, and she was born June 4, 1835. Her parents, H. and Nancy (Pickeral) Miles, were natives of Kentucky and Ohio, respectively. They resided in Mahaska county, Iowa, for many years, where Louisa grew to womanhood, and in 1859 was married to W. H. Smith. He died in Missouri in 1871, leaving his widow with six children: Laura, William, Dora, Andrew, Elmer and Belle. In 1877, Mrs. Smith came with her family to Thurston county, Washington, where she was married, in 1879, to the subject of this sketch.

The popularity which Mr. Webster gained in the militia is some indication of the esteem which he enjoys in his community, as a reward of his uniform integrity and worth of character.



SAMUEL P. MARSH, of Vancouver, Washington, claims the proud distinction of being the first white child born in Spencer Township, Medina county, Ohio, the date of the occurrence being March 24, 1826. He is a son of John and Clara (Rodgers) Marsh. The father was born in Vermont, and his death

occurred in Ohio, in 1836. The Marsh family are of English ancestry, and trace their lineage on this continent to the early portion of the seventeenth century. The mother of our subject, a native of Connecticut, descended from one of the early and influential families of New England. Her father was a patriot soldier during the Revolutionary war, and held the rank of Colonel.

Samuel P. Marsh, the third in a family of six children, was reared in his native State, and at the early age of ten years was apprenticed to the blacksmith's trade, serving five years. He then followed his trade as a journeyman until 1850, when he made the long and tedious journey with ox teams to the Pacific Coast, spending six months and five days on the road. Mr. Marsh first located at Portland, Oregon, and, being without money, his first \$100 was earned by scoring timber. He hewed the logs and built the first blacksmith shop in the now densely populated city of Portland, having been obliged to borrow an ax for that purpose. After getting the logs to his shop site, Mr. Marsh proceeded to Milwaukee, the only sawmill in the country having been located at that point, purchased lumber on time, and towed the material on a raft to Portland. After completing his shop the next trouble was to get tools to work with, but this difficulty was overcome, however, by the purchase of an odd lot of second-hand tools, for which he paid \$400, giving indorsed notes for thirty and sixty days. His first customer was William Bennett, then Sheriff of Washington county, who paid him \$12 for shoeing one horse, and on the following day paid \$24 for shoeing a span. At that time Mr. Marsh was obliged to pay 35 cents for iron, and \$1 a pound for steel. He carried on business in Portland until 1854, and from 1851 until that time was also engaged in steamboating on the Willamette river, having served as engineer on the second steamboat run on that river. In 1854 he established the pioneer blacksmith shop in Vancouver, where he does a general manufacturing business, both in wood and iron. Mr. Marsh is associated in business with his son, and they employ several skilled workmen. In addition to his other interests, he owns both residence and business property in Vancouver, and among the public buildings may be mentioned the Standard Theater, which was erected in 1886, and has a seating capacity of 1,000.

In Ohio, in 1846, Mr. Marsh was united in marriage to Mary E. Strong, a native also of Ohio. They have had eight children, five now living: Clara N., now Mrs. George Whipple; Harriet, wife of Lysander Pelton; John; Jessie and Samuel. The deceased are: Eugene, who died at the age of four years; William, at the age of twenty-two years; and Jennie, deceased in infancy. Mr. Marsh has been prominently identified with the growth and prosperity of Vancouver since his residence here; was a charter member of the City Council, in which position he served nine years, and from 1854 to 1860 was employed in the Quartermaster's Department in the United States Army. Mr. Marsh also assisted in bringing to a proper settlement the difference between the Saint James Catholic Mission and the site of the city of Vancouver.



A MASA S. MILLER, of Seattle, Washington, was born in Waldo county, Maine, August 5, 1826, a son of Uriah and Mary (Stetson) Miller, natives also of that State. The parents were descended from the early pioneers of Maine. The father followed an agricultural life until the great gold excitement of 1849, when he joined a company of the sturdy sons of Maine, who together erected a ship at Bath, known as the California Packet, loaded her with necessary supplies, and started on their long journey around Cape Horn, arriving safely in San Francisco in April, 1850. Mr. Miller then went to the mines in Tuolumne county, and a few years later brought his family to that State. He continued mining for about eighteen years, and then passed the remainder of his life on a farm.

Amasa S. Miller improved the limited means afforded him for an education, and remained with his parents until twenty-one years of age, when, in January, 1847, he left the old home, his capital being honesty, integrity and sobriety. He embarked on the brig Elizabeth Watts for New Orleans, and was there engaged as assistant overseer on a large sugar plantation two years. Mr. Miller next followed steamboating on the Mississippi river, commencing as watchman, but, by steady and rapid promotion became first mate. In April, 1849, he left St. Joseph, Missouri, with the Gibson Emigrant Company, composed of fifty-two men and a fine outfit, and

crossed the plains to California, personally driving a six-mule team. The train was well managed, and the entire distance to Hangtown was traversed in sixty days, the party arriving in that city about July 9. He immediately began mining, later joined his father, and they continued together until 1853. In that year our subject went to San Francisco, took passage on the little schooner L. P. Foster, and, after a journey of eleven days, arrived at Port Gamble, Puget Sound. During the first two years he assisted in the erection and worked in Pope & Talbot's sawmill, and during that time worked side by side with Cyrus Walker. Mr. Miller was next engaged in logging for the same company, and also by contract work, until 1879.

Mr. Miller was one of the representative men of Kitsap county, was elected to the Legislature by the Republican party in 1860, and was continuously re-elected for nine successive terms. In 1879 he sold his possessions in that county and located in Seattle, where he has since been engaged in the real-estate business. He also conducted a grocery store about two years. In 1881 our subject was elected to the Territorial Council, has served as Government Surveyor four years, and as a member of the Common Council of Seattle four years. After the adoption of the new city charter, in 1889, he was elected a member of the first Board of Aldermen, and became president of that body during his term of two years.

In Port Gamble, in 1858, our subject was united in marriage to Miss Margaret McElroy, a native of Ireland, but reared from infancy in Machias, Maine. She removed to California in February, 1858. To this union have been born six children, Henry Walker Miller being the only one living. Mr. Miller has been long connected with the Masonic order, in which he has risen to the distinguished position of the thirty-second degree, being a member of both the Scottish and York rites.



A LLAN RICHFIELD CAMERON, resident of Seattle and manager of the wholesale market of A. J. Splawn & Co., was the first child born at Richfield, in the celebrated mining district of Cariboo, British Columbia, this notable event occurring on the 25th of October, 1862, his parents being of Scotch ancestry. His primary education was

conducted at Cariboo, and was followed by four years of continuous study at the Catholic College at New Westminster. His first business experience was in the employ of Benjamin Van Valkenburg, of Victoria, British Columbia, a wholesale butcher. Our subject learned the business from the first principles, and by due diligence ascended the scale until he became bookkeeper and confidential clerk, remaining until 1890, when he came to Seattle and engaged as bookkeeper of the Okanogan Live Stock & Dressed Beef Company, subsequently becoming manager. He then operated the business until it was sold out to A. J. Splawn & Company, wholesale and retail butchers, and, continuing as manager of their market in Seattle, has built up a large and extended business. A. J. Splawn is one of the pioneers of Washington Territory, who engaged in the stock business, which he has continued in a very extensive and successful manner, his reputation making him one of the best known stockmen of the Northwest.

Mr. Cameron was married in Victoria, British Columbia, to Miss Minnie McPherson, niece of John A. Cameron, a California pioneer, who also passed through the Fraser river gold excitement, and was one of the syndicate who owned the Cameron claim at Cariboo. Because of his remarkable success at placer mining, he became generally known as "Cariboo Cameron." He was a native of Canada, and there took his fortune for investment, but after twenty years absence, through unfortunate speculations, he was again reduced to penury, when visions of the golden days at Cariboo returned to him, and, though an old man, with inspired enthusiasm, he again visited Cariboo, where shortly after his arrival he sickened and died, and now lies buried upon the site which made his name popular and prominent.

Mr. and Mrs. Cameron have one child, Allan and John Cameron.

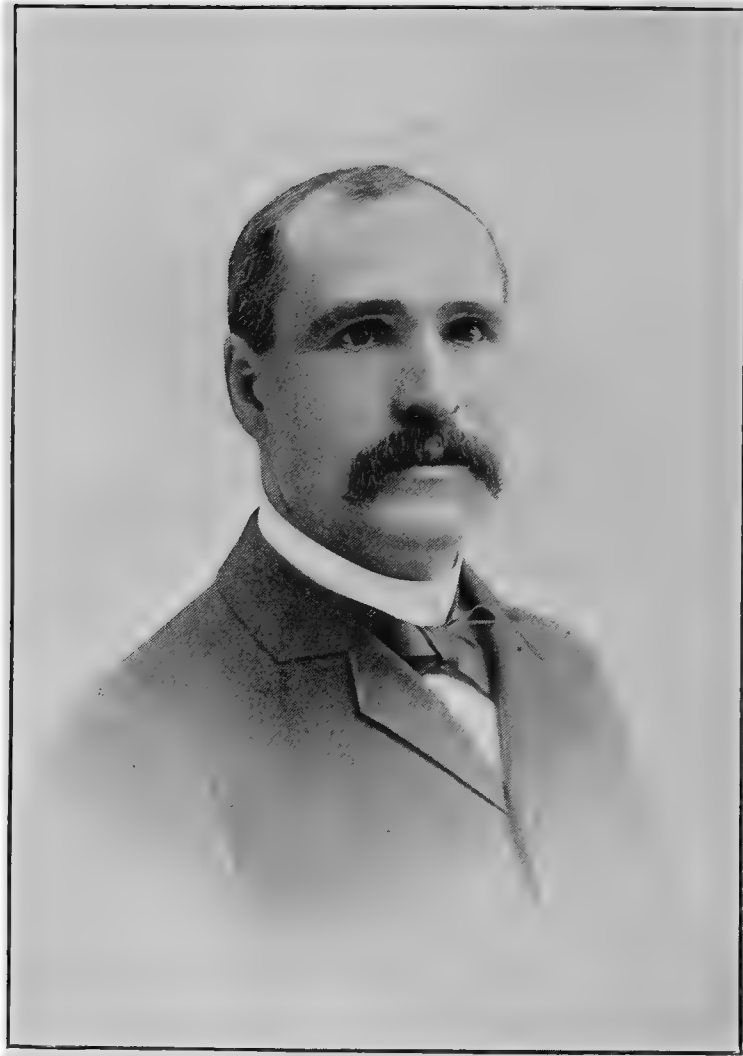
JOHAN W. BARNETT, Sheriff of Lewis county, was born in Lucas county, Iowa, September 26, 1851, a son of James W. and Dinah Barnett, the former a native of Virginia and the latter of Indiana. The father was an Iowa pioneer of 1849. The parents now reside in Lewis county, Washington.

James W. Barnett, the second in a family of ten children, was early inured to farm life. He moved from Iowa to Reno county, Kansas, in 1875, followed farming there three years, was employed as clerk in a general mercantile store in Portland, Oregon, two years, and was then connected with the butchering business for a brief period. In 1881 Mr. Barnett permanently located in Chehalis, Washington, where he was engaged in clerking and other occupations for a time. As he became acquainted with the citizens of this city and county his popularity brought his name before the public, and he was elected City Marshal, serving in that capacity three years. He had the distinction of being a member of the first City Council after the incorporation of Chehalis, and has been connected with the Sheriff's office about eight years. Mr. Barnett first served as a deputy under Sheriff F. A. Degeler, and at the time of the latter's resignation was appointed to fill the duties of the office by the County Commissioners in March, 1891. He was re-elected to that position in 1892. He takes an active interest in both national and local politics, and votes with the Republican party. In his social relations he has passed all the official chairs in the I. O. O. F. and the A. O. U. W.

November 23, 1870, in Iowa, Mr. Barnett was united in marriage to Miss Dora Benson, a native of Ohio. They have had seven children: Orien E., Fletcher O., Pearl, Augusta A., George, Mamy and Minnie. The last named died August 14, 1886. Mr. Barnett owns both residence and business property in Chehalis, and takes an active interest in all matters pertaining to its future prosperity.

MICHAEL MARTIN, of Walla Walla, Washington, was born in Ireland, September 5, 1835, a son of John and Ann (Larkin) Martin. The father died at the age of fifty years, leaving eight children. His wife survived him until 1888, dying at the age of seventy-five years.

Michael Martin crossed the ocean in 1863 on the ship Adriatic, landing on the free soil of America in New York when a young man, and without means. He spent the first winter in Connecticut, the following spring went by steamer to San Francisco, where he worked in



A. Merriam

a brick-yard one year, and then spent four years in the mines of Helena, Montana. While there he worked for wages a part of the time, and afterward engaged in mining on his own account, meeting with good success. In 1869 Mr. Martin purchased land and began farming on Dry creek, in Washington, and from time to time added to his original purchase until he owned a half section of land. In 1890 he sold a part of his farm, and bought 160 acres three and a half miles southwest of Walla Walla, where he now resides. Mr. Martin has been afflicted with rheumatism for several years, and his farming is accomplished by hired help.

In the fall of 1890 Mr. Martin returned to Ireland to visit his old friends, and in October of that year he was united in marriage to Miss Julia Kelleher, one of Ireland's beautiful and accomplished ladies. Her parents died when she was small. Mr. and Mrs. Martin have two children, viz.: Emmet Michael, born July 30, 1891; and Albert Andrew, October 19, 1892. In his political relations Mr. Martin affiliates with the Democratic party.



DR. CYRUS K. MERRIAM, Spokane, Washington, came to the far West from the Pine Tree State. His more than forty years of life have been replete with study and experience, and he is to-day eminently fitted for the honorable position he occupies among talented members of his profession.

Dr. Merriam was born in Maine, in 1848, next to the youngest in the family of eight children of Lewis and Mary (Foss) Merriam, natives of Massachusetts and Maine respectively. His father, a farmer and miller by occupation, moved to Maine in 1832, previous to his marriage. Both parents are dead. The father passed away in 1889, aged eighty-four years, and the mother in 1880. Their ancestors were English.

Dr. Merriam first entered Colby University at Waterville, Maine, where he graduated in 1875. During the winter of 1876 and 1877 he began the study of medicine in the office of Dr. Cyrus Chamberlain, under whose practical tuition he made rapid advancement, and immediately after attended Bellevue Medical College, also taking the second course of lectures at the medical department of the University of the City of New York. After receiving his degree

of M. D., he returned to Lowell, Massachusetts, where he practiced until 1880. In that year he was appointed acting assistant surgeon, United States Army, and was detailed to frontier duty, spending several years at White Bluffs, Camp Chelan, Fort Spokane, and Fort Colville. He was stationed at Fort Spokane from 1882 to 1887, and there resigned his position in the latter year.

Locating in this city in 1888, he commenced private practice, meeting with the most gratifying success. He was appointed secretary of Spokane County Medical Society in 1888, and after two years' service in that capacity was made president of the State Medical Society, holding that office until 1891. He had helped to organize the County Medical Society in 1888, and the following year also assisted in the organization of the State Medical Society, of which he was president during 1890. The Doctor affiliates with the Republican party.

During the great fire that swept Spokane in 1889 Dr. Merriam was burned out. He has invested largely in real estate here and has made considerable improvements on the same. He is pleasantly located in the Granite Block, and has the patronage of a large and influential class of residents. His long years of training have made him a thoroughly practical physician and surgeon, and his services are constantly in demand. He belongs pre-eminently to that class of physicians who are in their profession because they love it. The practice of medicine and the study and investigation of the ever-varying forms of disease afford him more pleasure than he could derive in any other way. It is to men like him that humanity is indebted for the progress thus far made in the divine art of healing.

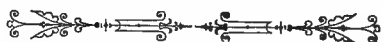


GH. SPALDING, senior member of the firm of Spalding & Brooks, attorneys and counselors at law, Goldendale, is a highly respected member of the bar of Klickitat county, and in every way worthy of the following mention in this history: He was born in Eaton county, Michigan, March 7, 1864, a son of Carlos and Helen (Andrews) Spalding. His father was a native of Vermont, and in 1847 emigrated to Michigan, where he underwent all the trials and hardships incident to pioneer life. His

ancestry is traced to the early colonists of the seventeenth century, and from them he inherited those sturdy qualities without which new countries would not be developed, and frontiers would have no receding border. The paternal great-grandfather of our subject was a valiant soldier in the war of the Revolution. Helen Andrews was also descended from an old New England family whose members participated in the Revolutionary struggle. In 1878 the family of our subject removed to Washington and settled in Klickitat county. He received his education in the common schools, and in 1889 began the study of law under the direction of S. T. Richardson, the well-known practitioner of Salem, Oregon. Fitting himself through his own efforts for the university he entered the law department of Willamette, and was graduated in 1891. Since that time he has been a resident of Goldendale, and has been engaged in the practice of his profession. Ambitious for success he has bent every energy to fit himself for the profession, and by close application to the study of law and its philosophy he has won the reputation of a wise and careful counselor.

In politics he is an ardent supporter of the issues of the Republican party. He is a member of the Knights of Pythias of Goldendale, and is the present chancellor commander of that body.

Mr. Spalding was married in this city, August 22, 1888, to Miss Mary D. Newland, a native of Oregon. They have had two children: Olof G. and Helen, who died October 7, 1890. Mr. Spalding's father is also a resident of Goldendale, and is highly esteemed throughout the community. His wife died in 1887, greatly lamented by a large circle of appreciative friends.



WM. CHANDLER, manager of the Columbia Mercantile Association's Co-operative Store No. 2, of Washougal, was born near Chicago, Illinois, January 4, 1861, a son of Luther P. and Harriet (Triggs) Chandler, the former a native of Pennsylvania and the latter of England. W. M., the second in a family of seven children, removed with his parents to Nebraska in 1866; four years later located in Oregon, near Corvallis, that State, and completed his education in the public schools of Portland. He was then employed as a clerk

for a time, and subsequently engaged in farming in Clarke county, Washington, near Mount Pleasant, where he still owns 160 acres of partially improved land. Mr. Chandler recently became manager of the Columbia Mercantile Association's store in Washougal, which was stocked and its doors opened to the public two and a half years ago. They carry a full and complete line of general merchandise farm implements, groceries, and all kinds of country produce.

Mr. Chandler was married in Clarke county, in 1882, to Miss Fannie Graham, a native of California. They have four children: Elvin, Harry, Agnes and Hazel. In political matters, Mr. Chandler is identified with the People's party, and is a member of the Board of School Directors. Socially, he is a member of the I. O. O. F., No. 43, of La Camas, and the Patrons of Husbandry, No. 197.



ALEXANDER K. McBROOM, one of the foremost lawyers of Spokane, Washington, and a member of the firm of McBroom & McBroom, was born in Geneseo, Illinois, July 23, 1857. He is the eldest son of Hon. James and Margretta (Kaiser) McBroom, natives of Ireland and Switzerland respectively, his mother's family being literary people. His father, a tanner by trade, is one of the prominent bankers and financiers of Geneseo, he having come to America at an early age and located in Illinois.

The subject of our sketch began his education in the public schools of his native town and, after successfully passing through their courses, entered Antioch College at Yellow Springs, Ohio. From there he went to the State University at Champaign, Illinois, there completing a classical course. His attention from the first was to prepare himself for the practice of law, and after leaving Champaign he went to Chicago, entering the Union College of Law, from which he emerged with the degree of Bachelor of Laws.

Deciding that the West offered the best opportunities for a young man in his profession, he came to Washington and located in Spokane, in 1885, at once establishing himself in the practice of law. Recently he became associated with his brother, J. H. McBroom, under the

firm name mentioned at the beginning of this sketch, previous to this time having practiced alone. From the first he met with signal success, and he now enjoys a large and lucrative practice. He has handled some of the largest estates and corporation interests in Washington.

During his residence in Spokane Mr. McBroom has made some excellent investments and acquired considerable property. He has mining interests in both Washington and British Columbia, and is a stockholder in the following institutions: the Spokane Street Railway Company, Electric Light Company, Washington Water Power Company, and the Citizens' National Bank.

Mr. McBroom was married in January, 1889, to Miss Jennie Remington, a native of the same place in which he was born. They have one child, Cassius R. Their pretty home, "Sage Cottage," is located at 207 East Third avenue, Spokane.

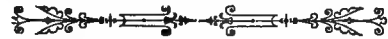
Politically, Mr. McBroom is a Republican, devoted to the interests of his party. He is a member of the Unitarian society, a church organization. Personally, he is nearly six feet tall, is easy and graceful in manner, and has the bearing of a thorough gentleman. He is of a literary turn of mind, has always been a great student, possesses unusually fine conversational powers, is frank and cordial with all, and his many estimable traits of character have won for him hosts of friends. Mr. McBroom has before him a future which promises honorable distinction.

R E. M. STRICKLAND, manager of the Pennsylvania Mortgage & Investment Company's interests at Spokane, Washington, is an enterprising and popular young man, and is justly entitled to some consideration on the pages of this work. The company he represents has a capital stock of \$500,000, which is invested chiefly in Washington and Idaho. It is one of the most reliable firms in the Northwest, and annually handles an immense amount of business.

Mr. Strickland was born at West Chester, Pennsylvania, August 14, 1867, son of Nimrod and Rose (Gould) Strickland, both natives of the Keystone State. His father was a lawyer, and his grandfather was Judge of the Common Pleas Court and held various State offices dur-

ing his life in Pennsylvania. The subject of our sketch is the oldest in a family of three children. He took a classical course in the academy at West Chester, after which he entered the office of Hon. R. E. Monaghan, at that place, one of the most prominent attorneys of Pennsylvania, and remained with him for three years. He was admitted to the bar in 1888 and practiced about four months. At the end of that time he came West and located at Spokane, where he has since remained. Upon his arrival here he was engaged as attorney for the Pennsylvania Mortgage & Investment Company, of which he is at present the efficient manager.

He votes with the Democratic party and takes an active interest in political matters.



M S. BISHOP, one of the early pioneers of Klickitat county, was born in New York, in 1841, a son of J. E. and Alvan (Johnson) Bishop, natives of Vermont and New York. They were married in the latter State, where they remained until death. Our subject spent his early life on a farm in his native State, but at the age of twenty-five years removed to Michigan, where he was first engaged in carpentering and sawmilling, and later in blacksmithing and wagon-manufacturing. October 5, 1874, Mr. Bishop emigrated with his family to California, locating at Petaluma, Sonoma county, and was there engaged at carpentering for four and a half years. In April, 1879, they located at Spring Creek, five miles west of the city of Goldendale, Klickitat county, Washington. He has 200 acres of well improved land, 120 acres of which is plowed, and the remainder is used as pasture. In addition to general farming and stock-raising, Mr. Bishop is also engaged in the milling industry, the main part of his mill being 30 x 36 feet, with additions 24 x 30 feet and 12 x 30 feet, located on Spring creek, with a capacity of 10,000 shingles per day: he also manufactures sash, doors and all work for carpenter building. Spring creek rises from two springs three-quarters of a mile from Mr. Bishop's home, affords sufficient water for the mill, and extends a half mile through the place, giving plenty of water for the stock. His large two-story residence, 16 x 32 feet, with an L, 22 x 62 feet, is situated on a natural building site, and is surrounded by shade

and ornamental trees. He also has a large barn, 52 x 62 feet, besides numerous outbuildings for poultry and stock. The farm produces a quantity of fruit for home use.

Mr. Bishop was married September 21, 1868, to Miss Desiah J. Spencer, a native of New York, and a daughter of J. R. and Seniah (Hayes) Spencer, also born in that State. They were married and died in Michigan. Our subject and wife have one child, Octavia J., born in Petaluma, California, in November, 1877. Mr. Bishop affiliates with the I. O. O. F., Goldendale Lodge, No. 15, and his wife is a member of the Rebekah degree. In political matters, he is identified with the Democratic party, and takes an active interest in school, township and county affairs.



DT. DREWRY, a prosperous farmer and stock-raiser near Olympia, and one of the oldest pioneers of Washington, was born in Kentucky November 6, 1836. He is essentially a self-made man, having been left an orphan at the early age of six, and his career may well serve as an example to all poor and deserving young men as illustrating what industry and perseverance can accomplish.

His parents, S. O. and Elizabeth Drewry, died in Kentucky, after which the subject of this sketch made his home with an uncle, who resided on a farm in Nodaway county, Missouri. While there he was engaged in farm work and in attendance at the district schools, when, on arriving at young manhood he began working for himself, being variously employed until he was seventeen years of age. Having by this time heard of the marvelous opportunities of the Northwest, he left Missouri on May 1, 1853, for this untried land. He crossed the plains, and in August of the same year arrived in the Willamette Valley, Oregon, where he secured work. He remained here but a short time, however, and we next find him in Olympia, Washington. Having crossed the plains with Colonel William Cock, Mr. Drewry now commenced work for that gentleman as a carpenter, to assist in building a hotel in Olympia known as the Pacific House, in which Mr. Drewry remained in the employ of Colonel Cock for more than two years. He was then employed with a surveying party for a few

months, after which, in 1855, he joined a company of rangers, under command of Captain C. Eaton, and served in the ranks two months, and afterward in the Commissary department for about three months. This was during the Indian war in Washington Territory.

After the war, Mr. Drewry worked at general labor around Olympia and in Thurston county for about three years, being engaged during the year 1857 on a farm owned by Smith Weed, situated seven miles from Olympia. He was married in 1858 to Emeline Weed, his employer's daughter, a native of Connecticut, born in 1841. Her parents also were both natives of that State, her mother's maiden name having been Abigail Simmons. Smith Weed died in 1875; his widow yet lives and makes her home with the subject of this sketch, who has a large farm, well stocked with cattle and horses. During his residence on the farm, he was at one time for three years interested largely in a livery barn in Olympia, but now devotes his entire attention to his agricultural and stock interests. He has three sons: A. D., E. V. and H. O., the last being the only one who is married.

Thus briefly are given the leading events of an eminently useful life, whose efforts have all been along the line of self-improvement and benefit to his fellow men.



WILLIAM H. HALE, a highly respected resident of Klickitat county, Washington, was born at Huntsville, Randolph county, Missouri, July 10, 1836, a son of Israel F. and Veronica (Keeper) Hale; the father belonged to an old family of Marlborough, Connecticut, where he was born; and the mother was a native of Harper's Ferry, a descendant of Irish ancestors. William H. received his education in the county in which he was born, and was there reared to the occupation of a farmer; his father was also an agriculturist, but during his life had taught school and had been engaged in mercantile trade.

In 1878 Mr. Hale left his old home and came to the far West, locating at Klickitat county, Washington; for a year he lived on a ranch on the Columbia river just above Columbus; he then took a piece of railroad land, and four years afterward bought a settler's right to his present farm; here he has 240 acres, devoted to

the general purposes of agriculture; he has given especial attention to the growing of grains, and has tested to the farthest limit the resources of soil and climate in this branch of husbandry.

He was united in marriage in Randolph county, Missouri, December 7, 1859, to Miss Jennie Wallace, a native of Maury county, Tennessee, and daughter of Allen and Anna Wallace. Six children have been born to them: Arthur; Sarah, wife of A. W. Bullock; Mary Josephine, wife of George H. Darling; Annie, widow of Wilson T. Bullock; William and Julia.

Although Mr. Hale is not regarded as a politician, he has taken a lively interest in the welfare and improvement of the community, and is recognized as one of the most progressive and enterprising citizens of Klickitat county.



JOSEPH GREEN, Colonel of the First Regiment National Guards of Washington, was born in England, August 28, 1854. His parents, Joseph and Jane (Smith) Green, of English ancestry, emigrated with their children to America in 1859, and started at once for the Pacific coast, traveling by rail to Omaha, thence across the plains by ox teams. They spent the winter in Rush valley, sixty miles west of Salt Lake city, and in the spring of 1861 continued their travels and arrived at Sacramento on the first day of June. They located in Oakland, when Mr. Green engaged in the produce business.

The subject of this sketch was educated in the high school and business college of Oakland, securing the more practical knowledge of business affairs as clerk and assistant to his father. In 1883 our subject came to Seattle, then a town of about 6,000 inhabitants. He at once engaged in the produce business, upon a small scale, and is to-day the oldest produce merchant in the city by right of continuous business connection. In 1884 he organized and established the Northwest Fruit Company, of which he has continued as proprietor and manager. He handles both citrus and deciduous fruits and farm products, excepting hay and grain, conducting an extensive business throughout the State of Washington and British Columbia. He has also been connected with many of the organizations which have been carried forward by the enterprising citizens of Seattle

in their efforts to further the city's development, and is recognized as one of the progressive public-spirited citizens of Seattle. He was married in Seattle in 1883, to Miss Zoe E. Perry, a native of Maine. Two children have blessed this union: Hazel and Joseph, Jr.

The military experience of Colonel Green was commenced in 1875, when he enlisted in Company A, Fifth Infantry, National Guards of California. He resigned on the 19th day of June, 1883, as First Lieutenant and with the organization of the Seattle Rifles, now known as Company B, First Regiment, National Guard of Washington, on the 15th of April, 1884. Mr. Green was elected First Lieutenant and Captain upon the 4th day of November following. He held this commission up to May 25, 1891, when he was elected Lieutenant-Colonel, and on the 24th day of March, 1892, he was made Colonel of the regiment, which is composed of ten companies and 600 men including officers. In tactics and general efficiency the regiment is well regarded in military circles. Socially, Colonel Green affiliates with Uniform Rank, Knights of Pythias, and holds commission of Captain of Seattle Division, No. 1.



JOHAN Y. OSTRANDER, one of the active practitioners of the Seattle bar, was born upon his father's donation claim on the Cowlitz river, Cowlitz county, Washington, April 26, 1857, and was the eighth child and only son in the family of eleven children. A detailed sketch concerning his father, Dr. Nathaniel Ostrander, appears elsewhere in this history. John Y. remained with his parents upon the farm and attended the schools of the locality up to 1872. He then removed to Olympia and attended the city schools for three years, when he began reading law in the office of Judge B. F. Dennison, and after one year went to Portland and into the office of Judge William Strong, remaining about two years, when he returned to Olympia, and being too young for admission he assisted John P. Judson with his practice up to July, 1878, and was then admitted to the bar. Mr. Ostrander then entered partnership with Judge Dennison, which association continued one year, when the Judge went to Portland and our subject operated alone.

He was married in April, 1880, to Miss Fannie F. Crosby, a native of Tumwater and daughter of Captain Clairick Crosby, a pioneer of 1849. After marriage Mr. Ostrander removed to Dayton, Washington, and engaged in the practice of his profession. In 1881 he became editor and proprietor of the *Dayton News*, which he published one year, when the office was destroyed by fire and the paper discontinued. In November, 1882, he was elected Probate Judge, and re-elected in November, 1884. During this period he acted as City Attorney for eighteen months and City Magistrate for a like term, and at the same time continued a general practice. In May, 1886, he resigned the office of Probate Judge to accept the appointment by President Cleveland as Registrar of the United States Land Office then located at Olympia. In December, 1887, Mr. Ostrander removed the office to Seattle and continued as Registrar up to May, 1888, when he resigned that he might engage actively in the practice of his profession. His resignation was accepted but his release was not secured until December, 1888, since which time he has followed a land-law practice before the Land Department and the United States courts. His practice has been one of the most prominent in the State, and he has been connected with many of the most prominent in the State, and he has been connected with many of the most important land litigations. He was one of the incorporators and has continued as Vice-President of the Commercial National Bank of Seattle, and also possesses valuable real-estate interests about the city. Socially, he affiliates with the F. & A. M., being a thirty-second degree Mason and a member of Mystic Shrine, also prominent as a K. of P., having served two years as Deputy Grand Chancellor of Eastern Washington.

In politics the Judge is Democratic and takes an active interest in every campaign. He was honored by his party as the nominee to the first State Legislature, and though running several hundred ahead of his ticket was defeated, the county casting a strong Republican vote.



J. HEALY, Chief Engineer of the Vancouver Fire Department, also a dealer in stoves, tin and iron ware, was born in Clarke county, Washington, September 5, 1862, a son of Daniel and Bridget (Padden) Healy,

natives of Ireland, but both now deceased. J. J. Healy, their only son, was reared and educated in his native county, finished his collegiate course in 1880, and then apprenticed himself to the tinner and plumbers' trade, which he followed as a journeyman seven years. In 1888 he established himself in his present business on Main street, carrying a large stock of tinware and housekeepers' goods. Mr. Healy has been connected with the City Fire Department for many years, and until recently has been its Foreman. At the meeting of the City Council in January, 1893, he was unanimously elected Chief of the Department, and it is the conviction of the citizens of Vancouver, judging from his past services rendered the department, that it was a wise choice. Mr. Healy has always taken an active interest in the general welfare of his city and county, is a man of progressive views in all matters pertaining to the development of Vancouver, and in political matters is a staunch and active Democrat.

June 27, 1889, he was united in marriage with Miss Catherine McHale, a native of Illinois. They have three children: Joseph J., Harry D. and William A.



JOHN N. KLINE, proprietor of the Eagle Wine Rooms of Vancouver, was born in Germany, May 11, 1854, a son of Jacob and Catherine (Danier) Kline. John N., the third in a family of six children, came to America in 1877, and enlisted as a musician in the Second United States Cavalry, serving principally in Dakota. He then engaged in business at Cincinnati, Ohio, one year, after which he returned to New York city, and thence to Germany, remaining in the latter country nineteen months. After again coming to America Mr. Kline enlisted in the Fourteenth United States Infantry Band, was assigned to duty at Fort Vancouver February 14, 1885, and was discharged at this place February 14, 1890. He had engaged in business in Vancouver in 1889, and he now owns both business and residence property, is prominent in business circles, and is connected with the Vancouver Loan and Driving Park Associations.

April 3, 1890, Mr. Kline was united in marriage with Miss Lena Surber, a native of Ger-

many. They have one daughter, Catherine L. In his social relations Mr. Kline affiliates with the Sons of Hermann, is Treasurer of the I. O. R. M., and fills an official chair in the regular Army and Navy Union.



CHARLES D. BOWLES, Prosecuting Attorney of Vancouver, was born in this city, April 4, 1864, a son of Jesse T. and Minerva (Wilson) Bowles, natives of Missouri. The father was a Washington pioneer of 1849, and the mother of 1845. The former was a farmer by occupation.

Charles D., the second in a family of four children, was reared and educated in Clarke county, and completed his course at the State University of Oregon in 1882. Soon afterward he entered the law office of Strong & Strong at Portland, Oregon, was admitted to the bar in 1885, and continued in practice in that city until 1890. Since that time Mr. Bowles has enjoyed a lucrative and growing practice in Vancouver. He has been very successful in his chosen profession, and his preference is for criminal cases. Politically, he is a staunch and active Democrat, and in November, 1892, was elected to the office of Prosecuting Attorney. Socially, he affiliates with the Red Men and the O. U. A. M.

At Albany, Oregon, June 17, 1888, Mr. Bowles was joined in marriage with Miss Almeda Thompson, a native of Tennessee. They have two children: Jesse C. and Ward R. Although comparatively a young man, our subject has made rapid progress in his profession, and has laid the foundation of a prosperous and active professional career, and his ability has been duly recognized by the community.



FRANK W. HASTINGS, second son of Loren B. and Lucinda (Bingham) Hastings, was born in Portland, Oregon, November 12, 1848, and is one of the oldest citizens of Port Townsend born in the Northwest. He was reared upon the farm, attending the brief term of winter school, and completing his studies at the Territorial University at Seattle. In the spring of 1867 he began clerking in his

father's store, and in 1869 went to the White Pine mines in Nevada. After an unsuccessful period at prospecting he traveled through southern Utah, and then returned to Port Townsend and mercantile life. In 1874, in partnership with his brother, Oregon C., he assumed management of their father's store, under the firm name of Hastings Bros., and continued two years, then sold out to C. C. Bartlett, and they engaged in farming, which was carried on till 1885.

Our subject then returned to mercantile life as salesman for three years, then leased the water front foot of Tyler street, built the Hastings dock and conducted a commission business very successfully for two years, when he sold out and engaged in the real-estate business and the management of his private affairs. He was the first president of the Port Townsend Electric Street Railway and Light and Power Company, and built five miles of electric railroad. He is also vice-president of the Hastings Lumber and Manufacturing Company, vice-president of the Hastings Estate Company, and associated with the many interests of town development in the improvement of business and residence property.

He was married at Port Townsend, in 1872, to Miss Mabel Littlefield, of Maine.

Socially, Mr. Hastings affiliates with the I. O. O. F. Politically, he is a Republican, and in November, 1890, was elected State Senator for a period of four years.



JUDSON APPLGATE, one of the prominent lawyers of Tacoma, was born at Utica, New York, April 29, 1835, and is a son of Furman and Emily J. (Fox) Applegate. The subject of this sketch was reared in Montgomery county, New York, and received his educational training at Antioch College, Yellow Springs, Ohio, where he was graduated in 1862. He taught school for a short time, and then removed to Indiana, where he began the reading and practicing of law with Judge Jonathan C. Applegate, a second cousin. He was admitted to the bar at Frankfort, Indiana, in 1863. He practiced at Delphi, Indiana, for many years, and was recognized in that State as one of its ablest lawyers. He came to Tacoma in March, 1889, and now ranks among the most

successful and prominent members of the Washington bar, maintaining a practice in both State and Federal courts.

He has served as Master of Mount Olive Lodge, No. 48, F. & A. M., at Delphi, Indiana, and now affiliates with State Lodge, No. 68, Tacoma.



JUDGE JAMES L. CROTTY.—Prominent among the lawyers of the great Northwest none are better known than the subject of this sketch, Judge James L. Crotty, of Spokane, Washington, who was born in New London, Huron county, Ohio, September 15, 1862, and who is pre-eminently a self-made man. He was educated principally by his mother, Mrs. Kate M. Crotty, whom above all others he delights to honor for all that he has accomplished. He studied law under the direction of Hon. George L. Converse, of Columbus, Ohio, and was admitted to the bar in that State.

At an early age he evinced a great aptitude for politics, and was a delegate to the Democratic State Convention in Ohio in 1878 and 1879. Before he became of age, during the year 1879, he removed to Colorado and finally settled in Denver. There he was assigned by the court to defend the men charged with murder in connection with the great Chinese riots in Denver in 1880, and after a long and bitter struggle, battling with the ablest criminal lawyers in the West, succeeded in securing their acquittal. In conducting this case he demonstrated his ability as a lawyer and eloquent advocate of great power, and immediately became popular as well as prominent. Owing to his great popularity he was nominated and elected Judge when barely twenty-one years of age, running several hundred votes ahead of his ticket, and being the only Democrat elected. At the time of his election he was Chairman of the Democratic Central Committee; but, being in favor of a protective tariff, and not in accord with his party, he joined the Republican party, cast his first presidential vote for Hon. James G. Blaine, and has ever since been an uncompromising Republican and protectionist and an earnest advocate of free coinage of silver. Since he retired from the bench he has steadfastly refused to be a candidate for any office.

He went from Colorado to California in 1885, and engaged in railroading and newspaper work

for several years. He was interested in the famous Mexican land grant, and, through the rapacity of the Mexican Government, lost a fortune. He came to Washington in 1887, and has resided here ever since.

Judge Crotty has always manifested great interest in the labor question, and practically managed the strike on the Northern Pacific in 1889, which resulted in a complete victory for the employes and effected a great increase in their wages. In this contest he displayed the same tact, firmness and generalship that has always characterized him in any emergency; and it was through his courage and fidelity to duty and right that his efforts were crowned with victory. His devotion to the cause of the railroad men won him their lasting gratitude, and among that class his friends are legion. He was attorney for Coleman, in the La Grande murder case in Oregon, being employed by the railroad and Union Telegraph companies, and secured the acquittal of his client after a trial lasting a month. He has an extensive practice, principally damage suits for railroad employes and criminal cases, and is remarkably successful. He is also attorney for several large mining companies. He is one of the sturdiest members of the Republican party, and his counsel is much sought for. At present he is Chairman of the Republican Central Committee in Spokane.

Personally, Judge Crotty is of fine presence and genial disposition, and is courteous to all. He is an enthusiast in any cause he espouses. In Washington he is regarded as one of the foremost young lawyers, and is destined to fill an important place in her history.



PERRY GRIFFIN, representative of the Union Pacific system in Spokane, Washington, was born in Niles, Michigan, in 1844, son of Robert and Sarah Griffin, natives of New York. He was educated in the public schools of Chicago, and as early as 1857 commenced railroading, in which business he has since been engaged. In 1866 he was employed in the passenger department of the Missouri Pacific Railway, being located at Kansas City, Missouri. Since then he has been connected with the Illinois Central, Chicago, Burlington & Quincy, Chicago, Rock Island &

Pacific, Wabash, and Union Pacific roads. In 1889 he came West to take the position of general agent for the Chicago & Northwestern Railway; but the Union Pacific company which was then completing its line into Spokane, secured his services for its new territory, and he has remained with this great transcontinental line ever since. In railroad circles Mr. Griffin is too well and favorably known to need any further introduction. To the traveling public and commercial world of this city and its tributary country he is an old and valued friend. The pioneer route which he represents has its interests well and faithfully cared for, and it is to be hoped that he may serve the system for many years to come. Since he located in Spokane Mr. Griffin has made hosts of friends, and is regarded as one of the most popular men in the State.

Mr. Griffin was married in Niles, Michigan, to Miss Emma J. Cook, whose father is one of the best known editors in that State.



DR. R. L. THOMSON, one of Spokane's physicians, confines his practice to diseases of the eye and ear. He is a native of Kentucky, and is of Scotch-Irish ancestry. His parents died while he was a child, and since boyhood he has made his own way in the world. He graduated as a physician and surgeon at the Kentucky School of Medicine, Louisville, Kentucky, winning the first honors of his class. Shortly after graduating he was elected to fill the chair of anatomy in his *alma mater*. He occupied this position five years, engaging in general practice during this time. In 1885 he started for Europe, but, finding what he wished in New York, he entered the service in the Manhattan Eye and Ear Hospital, and soon became Assistant House Surgeon and then House Surgeon. He left the Manhattan Hospital in 1888 and opened an office in St. Louis to practice his specialty. He remained in St. Louis about two years, where he made many friends and established for himself a good business. For eighteen months he edited the Weekly Medical Review, and in 1888 he was elected to fill the office of Secretary of the Mississippi Valley Medical Association.

In 1889 Dr. Thomson learned of the wonderful resources of Washington, and seeing the

advantages to be gained by being a pioneer in his line in such a productive field, he determined to make Spokane his home. He came here when the city was in tents, and has built up a fine business. He now occupies the positions of member of the Board of Health and Treasurer of the Spokane County Medical Society.



FRANK H. WINSLOW, a resident of Seattle, was born in Caledonia county, Vermont, April 20, 1834. His parents, Josiah H. and Fanny (Knight) Winslow, were natives of Massachusetts and New Hampshire, respectively, descended from Puritan stock. Josiah H. removed to Vermont in boyhood and passed his life in agricultural pursuits.

Frank H. attended the schools of his native county until his seventeenth year, then struck out in life for self-support, and going to Boston secured a clerkship and followed mercantile pursuits up to February, 1860, when he started for the Pacific coast, sailing from New York by steamer via the Isthmus of Panama. Duly arriving in San Francisco he passed the summer and fall in and about the city, and in January, 1861, embarked on a sailing vessel bound for Puget Sound. He was then employed by the Port Discovery Mill Company up to June, 1870, when he entered the customs service as United States Inspector with headquarters at Port Townsend. Continuing in that capacity until 1883, he was then transferred to Seattle in the performance of like duties. In 1887 he was appointed Deputy United States Collector of Customs of the port of Seattle and so continued up to October, 1889, when his resignation was tendered and accepted. His period of service covered nearly twenty years, and the duties of his office were discharged with the utmost regularity and to the entire satisfaction of his superior officers. He was among the few Republicans who continued to hold office through the Cleveland administration. In October, 1889, he began dealing in real estate and platted ten acres on the Green Lake car line known as motor No. 3 addition. In November, 1891, he became agent for Mrs. Eliza J. Starr, and when the Starr estate was taken from probate, in January, 1893, Mr. Winslow was appointed agent of the entire estate, as represented in the State of Washington.

Mr. Winslow was married in Seattle, in July, 1885, to Dr. Mary Q. E. Brown, a native of Iowa, and a graduate of the medical department of the University of Michigan at Ann Arbor. They have three children: Frank E., Harvey C. and Ella P. Socially Mr. Winslow affiliates with the Lodge of Perfection,—Scottish Rite,—F. & A. M. He is also identified with the Pioneer society of Washington.



ANDREW J. FROST, a Washington pioneer and a prosperous farmer, of Pierce county, near Hillhurst, was born in Andrew county, Missouri, in 1833. In 1844, when he was eleven years of age, his parents left Andrew county for Oregon, but the mother never reached their destination, her death taking place at a point called Ash Hollow, where she was buried, far from human habitation and from all that was dear. The bereaved father was thus left with five children, the oldest of whom was thirteen years and the youngest but six weeks.

They arrived at Oregon City, in January, 1845, where they remained until the Whitman massacre and the outbreak of the Indian war. Andrew, then a lad of about thirteen, enlisted with the volunteers under Colonel Gillman, and witnessed in Oregon City the hanging of five Indians for the massacre of the Whitman colony. In 1851, Andrew moved with his father to Lewis county, Washington, and thence to the Chehalis river, near the present site of Chehalis. From there they later removed to Frost's prairie, in Thurston county, where Andrew remained with his father until the outbreak of the Indian war in 1855, when he again took up arms, enlisting under Captain Hays. His company was ordered to Steilacoom and mustered into regular service under Captain Malony. After the close of the war, Andrew settled on a farm in Pierce county, where he has ever since resided, with the exception of four years spent with his family in Mendocino county, California. His industry has been rewarded by large crops of the best quality, and he now enjoys the fruits of his many years of hardships and toil.

May 8, 1859, Mr. Frost was married to Mary Perry, also a pioneer of Pierce county, Washington, who is a native of Appanoose county, Iowa. In April, 1854, when she was nine years

of age, her parents left Garden Grove, Decatur county, Iowa, for the far West, being accompanied by four children. Her father, however, was destined never to reach his anticipated home, for he was shot by Indians in Idaho. After experiencing this distressing bereavement the heart-broken mother and sorrowing children proceeded on their way, and after many hardships reached, in October, 1854, a place then known as Bushelier Lake (now Spanaway), where they made their first rest after six months' weary travel, beset by grief and suffering. Here they lived for a time in a log cabin which had neither windows, doors nor a floor, and but half roofed over. This, however, was a grateful retreat after their former hard experience. From here they removed to the donation claim which their mother took on the south side of American lake, and which is now owned by John and J. G. Murry. Mary Perry and her brother were compelled to herd sheep for the Hudson's Bay Company in order to obtain provisions with which to sustain life. During the Indian war of 1855 and 1856, they spent about two months in Fort Nisqually for safety: on other occasions they went to Steilacoom.

After the close of the war, Mrs. Frost lived on the farm until her marriage to the subject of this sketch, and since then has lived continuously in Washington except during the four years, previously mentioned, which the family passed in Mendocino county, California. Mr. and Mrs. Frost have six children living, three sons and as many daughters. The oldest daughter is married to Forrest J. Hunt, who keeps a general store at Hillhurst; the oldest son and next younger living daughter are also married and reside in Cowlitz county, Washington.

Thus after many hardships endured, they have at least come into peace and prosperity, which is the reward of honest, persistent and intelligent effort.



DR. T. W. SLOAN, medical practitioner in the city of Seattle, was born in Polk county, Tennessee, July 30, 1848. His parents, James and Susan (Brown) Sloan, were natives of the same State, their ancestors being among the pioneer settlers of that country. Agriculture being the occupation of the family, the subject of this review was reared upon the

farm and educated in the schools of the locality. He then engaged in teaching, thereby securing funds which enabled him to pursue his medical studies. In 1874 he entered the office of his brother, F. B. Sloan, M. D., of Middle Tennessee, and in 1875 entered the medical department of the University of Louisville, graduating therefrom in 1877.

He commenced the practice of his profession in Monroe county, Tennessee, and continued until the spring of 1880, when he came to the Territory of Washington, first locating at Walla Walla, and following a general practice until 1884. He then removed to Wasco county, Oregon, and, locating a farm, engaged in the stock business; also continuing his profession as opportunity offered. With the organization of Gilliam county Dr. Sloan's ranch fell therein, and his practice was followed in and about Arlington up to 1888, when continued drought and failure of crops drove him from that country. He then came to Seattle, opened an office, and has continued in the regular line of his profession, devoting his time chiefly to family practice. He was a heavy loser in the fire of 1889, as not even his wearing apparel was saved. He escaped with merely the clothes upon his back. Still, by perseverance and attendance to business, he has secured a lucrative patronage.

The Doctor was married in Gilliam county, Oregon, in 1887, to Mrs. Rose (Utley) Tripp, a native of Michigan.



EDWARD F. SWEENEY, Secretary of the Seattle Brewing & Malting Company, is a native son of the Golden West, born in San Francisco, California, May 10, 1860. His father, Morgan Sweeney, was a California pioneer of 1850, who made mining the occupation of his life. He was married in California to Miss Mary Nunan, whose father was also a pioneer of the State. Edward F. Sweeney was educated at St. Mary's College in San Francisco. His business career began at the age of seventeen, in the French Savings Bank, but shortly after he entered the office of the brewery of M. Nunan and remained two years. He then went to the Fredricksburg brewery at San Jose and entered practically into the study of the brewery business. After becoming thor-

oughly conversant with all details of manufacture and with methods of conducting such an enterprise, he returned to San Francisco as superintendent of Mr. Nunan's plant, which turned out about 30,000 barrels of beer per year. In 1882 he came to Seattle, and, forming a co-partnership with W. J. Rule, built a small brewery south of town for the manufacture of steam beer. The firm of Rule & Sweeney continued about eighteen months, when Mr. Rule retired and Mr. Sweeney continued operations alone, gradually increasing the extent of his plant as the conditions of the trade demanded. In 1888 he organized a stock company known as the Clausen-Sweeney Brewing Company, with a capital of \$80,000. The brewery was then rebuilt, and with improved machinery they entered exclusively into the manufacture of lager beer, with an annual output of 36,000 barrels, which was sold throughout the Northwest. In May, 1891, Mr. Clausen sold his interest to Mr. George F. Gund, and the business was continued up to the spring of 1893, when the company consolidated with the Bay View Brewing Company and the Albert Braun Brewing Company, incorporating as the Seattle Brewing & Malting Company; capital stock, \$1,000,000. Mr. Sweeney was elected secretary of the new organization, whose plant has a capacity for an annual output of 150,000 barrels.

Mr. Sweeney is also a stockholder of the King County Bank; a director of the National Bank of Commerce; owns valuable real-estate interests in Seattle, and mining interests in the Cascade mountains.

Socially, he affiliates with the K. of P., B. P. O. E., the Seattle Athletic Club and the Seattle Yacht Club. He is also a member of the Chamber of Commerce, and is a member of the manufacturing committee of that institution.



JOHN WILBUR DODGE, ex-Secretary of the Chamber of Commerce at Seattle, was born at Waterloo, now Burtin, Wisconsin, July 29, 1856. His father, Jeremiah E. Dodge, was a native of New York, descended from Puritan stock, who emigrated from England to New England soon after the Pilgrim settlement. The ancestors of Mr. Dodge have chiefly followed the medical and legal professions, and

following the same line Jeremiah E. secured an academic education, then entered the Harvard law school, which was directed by Chief Justice Story as professor of law. After graduating in 1831 Mr. Dodge went to Tecumseh, Michigan, and was appointed Postmaster, that being the distributing point for mails of the entire Northwest, of which at that time little was known beyond Minnesota and Wisconsin. With the breaking out of the Black Hawk war Mr. Dodge raised a company of men and went to the front, where he was engaged through the conflict. After peace was declared he and his friend, Daniel R. Burt, went, in 1833, to Wisconsin, and, locating in Grant county, founded the town of Waterloo, and built one of the first flour and grist mills in Wisconsin. Mr. Burt attended to the mill, while Mr. Dodge followed the practice of law. After the death of Mr. Burt the name of the town was changed to Burtin, thus commemorating the honored name.

Mr. Dodge was married, in Waterloo, to Miss Matilda Ashley, a native of New Hampshire, also of Puritan ancestry. Mr. Dodge was the first Adjutant-General of the Territory of Wisconsin. He served several terms in the Legislature, was a member of the Historical Society and a man of prominence in all general affairs. In 1861 he removed his family to Lancaster, Grant county, for the higher education of his children, and, retiring from practice, purchased a little farm, and there passed the remaining years of his life. John W., the subject of this sketch, secured an academic education in the schools of Lancaster, graduating in 1875. During the winter following he was engrossing clerk of the Senate of Wisconsin. He then went to Mauch Chunk, Pennsylvania, to visit relatives, and while there was induced to accept a clerical position in the office of the Lehigh Valley Railroad, and thus becoming interested in railroad matters he decided to learn the business, and to begin at the foot of the ladder. He gave up his position, entered the freight-house, and with a hand-truck began shifting goods, gradually ascending the scale through the offices of assistant freight agent, freight agent, ticket agent and general freight department. In 1880 Mr. Dodge accepted the position of clerk to the division superintendent of the Illinois Central Railroad, with headquarters at Centralia, Illinois. Removing in 1881 to Cairo, in 1882 he was made assistant agent in charge of that station, the third in importance on the entire sys-

tem. In 1883 he was appointed traveling agent, with entire charge of the station, which was a prominent transfer point, connecting with four other roads. In this work he employed a force of 150 men, the position being one of great responsibility. In 1887 he was promoted to the position of chief clerk to the general superintendent, with headquarters at Chicago, and there remained until 1891, when, upon the organization of the Chamber of Commerce of Seattle, Mr. Dodge was offered the position of secretary, and to enter upon the duties of that office he arrived in Seattle in April of the same year. He gave his entire time and attention to the upbuilding of that organization, whose influence has already been felt in commercial and municipal affairs. Mr. Dodge resigned his position as Secretary of the Chamber of Commerce April 15, 1893, to engage in the hotel business at Seattle, having effected a long-time lease of the Hotel Northern, one of the leading and most popular hostleries in the city. The house is most conveniently located, affording ready access to the principal business portions of the city, being located on Front street, between Washington street and Yesler avenue.

Mr. Dodge was married, at Mauch Chunk, Pennsylvania, in 1879, to Miss Mary E. McMullen, of the same city. To them six children have been born: Marguerite, Mary, Rocco, Elizabeth, Jeremiah E. and John Wilbur, Jr. Mr. Dodge has built a handsome home on Queen Anne hill, and is thoroughly interested in advancing the prosperity of Seattle.

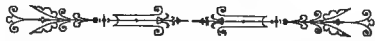


AR. NICOL, cashier and acting manager of the Union Savings Bank & Trust Company, Tacoma, Washington, was born in Ontario, Canada, January 6, 1862. His father, Rev. P. Nicol, died when our subject was an infant. The latter was educated in the public schools of Tilbury, Ontario, and at the age of sixteen passed the necessary examinations and was employed as teacher in the Collegiate Institute of Owen Sound. Later he taught in the public schools of Ridgetown for one year, and subsequently spent three years in the Collegiate Institutes of Owen Sound and Chatham, Ontario. After that he turned his attention to the banking business at Tilbury, Ontario. At the same time he held a half in-

terest in the banking firm of Westland & Nicol of Comber, Ontario. In 1890 he was elected Mayor of the town of Tilbury and Chairman of the Committee of Finance of Kent county. He was Auditor of the county in 1888 and 1889, and was City Treasurer during the same period.

The development of that part of the country, however, was too slow for Mr. Nicol's energy and ambitious spirit, and he came to Washington in 1891. Here he immediately assumed the duties of cashier of the Union Savings Bank & Trust Company, which institution has made enormous strides under his able management.

Mr. Nicol was married in 1888, to Miss Minnie E. Stewart, daughter of James Stewart, a prominent banker of Tilbury.



H PREUSSE, the oldest architect in the profession at Spokane, Washington, is a native of Germany, born in 1847, son of Carl Victor and Victoria (Eckstein) Preusse, both of German birth. His father died when he was three years old, and his mother was subsequently married to Wilhelm Mehl. Mr. Mehl was a leading architect, and the subject of our sketch began the study of his profession when young. At the age of thirteen he went to Halle, and in the famous institutions of that place studied for two or three years. Returning home, he spent about three years in his father's office, after which he attended the noted college for architecture at Holzminden. From that institution he was sent by the faculty to superintend the construction of the large Bessemer steel works in Osnabruck. After having completed that work he came to America, arriving in New York in June, 1870. He was first employed for two years in the office of the North Chicago Rolling Mills.

Soon after the great Chicago fire Mr. Preusse was taken sick and was compelled to seek a change of climate. He visited the various Western States and Territories, and finally located in San Bernardino, California, where he started in business for himself, and where he was quite successful. He afterward lived in San Francisco for a time, and then moved to Sterling, Kansas, from there going to Kansas City, Missouri.

In 1882 Mr. Preusse arrived in Spokane Falls and at once commenced the practice of

his profession. Many of the imposing buildings which were destroyed by the fire of August 4, 1889, were designed by him and erected under his supervision. Since the fire he has made plans and specifications for many of the best buildings of Spokane and eastern Washington. The Opera House Block, the Granite Block, the Hotel Spokane, the Blalock Block, the Rollin Hyde Block, the Holland Block, the Ziegler Block and many other imposing structures were designed by him. He also erected the Jamison Block, and has done all the work for the Catholic schools. He was appointed architect of the Agricultural College and School of Science at Pullman, Washington.

Mr. Preusse has attained the high standing in his profession by his own exertions, and although at first he did not meet with great financial success, he has now secured for himself a nice little competency, owning 400 acres of good land adjoining Spokane on the south, and also some good city property. Mr. Preusse is a member of the Knights of Pythias, takes an interest in public affairs generally, and is especially interested in educational matters.

While in Sterling, Kansas, he married Miss Rosa Cole, a native of Pennsylvania. They have had seven children, four of whom are living: Olga May, Florence Augusta, Carl Victor and Arnold Bismark.



R EV. E. J. MOORE, pastor of the First Methodist Episcopal Church at Puyallup, Washington, was born in Guilford, New York, in 1861. During his boyhood days he moved to Pennsylvania, where he attended the common schools and afterward Alleghany College, from which institution he received the degrees of A. M. and Ph. D. After completing his college course, he located in Pennsylvania, where he taught school about eight years. He married Lulu M. Crippen of Scranton, Pennsylvania. They have three children, two daughters and a son.

Mr. Moore began the work of the ministry in Washington. His first appointment was at La Conner; from there he went to Coupeville; his next removal was to Chehalis city, and in July, 1890, he entered upon his duties at Puyallup. The church here has doubled its membership since he took charge of it. It now has 180

members and is in a flourishing condition. Mr. Moore is President of the Epworth League of his district, and for the past four years has been First Assistant Secretary of the Puget Sound Conference.

Rev. Samuel Moore, father of E. J., is Presiding Elder of this district of Washington.



THOMAS MALONY, who has been identified with the horticultural interests of Sumner, Washington, since 1890, is one of the energetic and successful men of this place. Some of the facts in regard to his life are as follows:

Thomas Maloney was born at Kincardine, Ontario, Canada, June 30, 1852. His boyhood days were spent in attending school during the winter and in working in his father's blacksmith shop in summer. When he was seventeen he went to Chicago, where he worked as a carpenter, and later was a contractor and hardware merchant until 1884. That year he directed his course toward Tacoma, Washington, and upon arriving at his destination engaged in the building of boats and barges and in doing a general steamboat business on the Sound. He was also interested in a shingle mill, situated between old Tacoma and Tacoma Smelter, the name of the firm conducting the mill being Malony & McMillan. They were the first company to manufacture sawed shingles in large quantities to ship east of the Rocky mountains. He still owns valuable improved property in Tacoma, having built the first residence on North G street. In 1890 he moved to Sumner, where he invested in a fruit farm, and where he has since been engaged in cultivating the same. He was elected Mayor of Sumner in December, 1892, being now the incumbent of that office.

September 22, 1872, Mr. Malony married Delia Dolan of Chicago. They have four children, two sons and two daughters.



JOHAN M. LYON, a resident of Seattle, was born in Dixborough, near Ann Arbor, Michigan, March 13, 1840. His parents, John and Charlotte C. (Cramer) Lyon, were

natives of New York State. In 1839 John Lyon emigrated with his family to Michigan, traveling by ox teams, and leaving his family near Ann Arbor; he pushed on to the present location of Jackson, where he purchased 300 acres of land, built three houses during the winter, and there moved his family within the summer of 1840. Mr. Lyon died in 1841, leaving his widow and seven children, three of whom were by a previous marriage. John M. remained with his mother until sixteen years of age, employing his time upon the farm and in improving such educational facilities as the town afforded.

In May, 1860, Mr. Lyon started for California by the Panama route from New York. The trip was made in twenty-two days, then the quickest trip on record. Arriving in San Francisco, he proceeded to Red Bluff, where his brothers, Darwin B. and Lyman A., then resided, having crossed the plains in 1850. Our subject engaged in the study of telegraphy under his brother Darwin, and in 1863 went to Portland as manager of that office for the Western Union Company. After one year Mr. Lyon began traveling for the company through Oregon and Washington, establishing offices and giving instructions in the art of telegraphy. Upon the completion of the line to New Westminster, British Columbia, connecting with the Western Union Russian Extension, Mr. Lyon took charge of that office, but shortly after the Atlantic cable was laid, which caused the extension of the Russian line to be abandoned, after 600 miles of line were constructed and \$11,000,000 of money disbursed. While at Westminster the Queen's "Potlache" was given to the Indians, who were invited from all along the coast, and they responded in such numbers that the presents gave out, and trouble was only avoided by the Agent of Public Works buying out a hardware and grocery store and presenting the wares to the Indians. Great excitement prevailed, but the timely arrival of three gunboats prevented an outbreak, and no doubt saved the lives of the white settlers.

In the fall of 1865 Mr. Lyon came to Seattle and was appointed circuit manager of all lines north of Portland, and continued in that capacity up to April, 1882, when, after twenty years of service, his resignation was tendered, and very reluctantly accepted. He was also agent of the Puget Sound Telegraph Company's lines, which were put through in 1870, connecting

Seattle with Port Townsend. He discharged the duties of that office up to 1884. In 1882 Mr. Lyon engaged in the stationery and book business, which he continued until February, 1887, when he was appointed Postmaster of Seattle, under the Cleveland administration, and held office until June, 1889, when the changed administration appointed his successor. Since that date Mr. Lyon has not engaged in active business, except in looking after his real estate and business property.

He is a life-long Democrat, a prominent man in his party, and has frequently been a nominee for public preferment, but by reason of his party being in minority he failed of election. He served in the City Council in 1872, and at present is a member of the House of Delegates. He was married at Claquato, Lewis county, Washington, in 1865, to Miss Livonia Huntington, daughter of Jacob Huntington, a pioneer of 1850. Four children have blessed this union: Callie, Charlotte, Arthur and Susan.



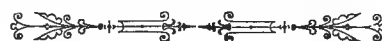
W E. S. COYNE, dental practitioner in the city of Seattle, was born in Glencoe, Middlesex county, Ontario, Canada, in September, 1866. He was reared upon the farm and received a literary education at the high school at Wardsville, in the same county. After completing his school work, in 1884, he began the study of dentistry under the preceptorship of his uncle, J. W. Coyne, L. D. S., and of H. A. Wilson, L. D. S., at Wardsville, and continued in their office about two and one-half years. He then matriculated in the Royal College of Dental Surgeons in Toronto, Canada, and attended the institution for two seasons, passing his examinations in 1887, and receiving the Licentiate degree of Dental Surgery. He commenced practice in Toronto, continuing until July, 1888. He then went to Tampa, Florida, and engaged actively in his profession, and built up a very extended and lucrative patronage. After some months Dr. Coyne contracted the prevailing disease, malaria, which in due time compelled his seeking a more healthful climate, and in 1891 he came direct to Seattle, where he had friends residing. Being impressed with the activity of the growing city, he at once selected a suite of rooms in the Occidental Block, fitted them up with taste,

making them both convenient and comfortable, and resumed his profession in operative, mechanical and oral surgery, and has continued actively and successfully in the line of practice.

He was married in the Euclid Avenue Methodist Church, Toronto, Canada, January 4, 1888, to Miss Jane Anne Bullivant, of Canada. They have one child, Gertrude.

Dr. Coyne is a devotee to his profession, and by close application and satisfactory work his patronage has steadily increased. He has made some investments in Seattle, thus identifying himself with the future of this "Queen City of the Northwest."

Dr. Coyne has invented and applied for patent on a link crown, which will be of great value to him and the profession, and which will be known as Coyne's Link Crown.



DAN L. WEAVER, the youthful member of the well-known firm of Alice Houghton & Co., Spokane, Washington, is a native son of the Golden West, having been born in Stockton, California, October 21, 1872. His father, Henry W. Weaver, a native of Pennsylvania, is one of the early settlers of San Joaquin county, and is a veteran of the Civil war, having served as a member of the Thirty-second Illinois Volunteers during the entire war. The maiden name of young Weaver's mother was Ellen Gertrude Cook. She is a descendant of one of the oldest families of the State of New York.

At the age of fifteen Dan L. engaged in the grain business with his father, continuing in it about eighteen months. Desiring to extend his business experience, he accepted a position with the firm of Jackson & Earle, a large hardware house of his native city. Being of an earnest, active disposition, his sole pleasure was derived in acquainting himself with business methods that would be of service to him in the commercial life he intended to lead.

Not of a robust constitution, he determined to come to the Northwest, and at the earnest solicitation of family friends he selected Spokane as the place of his future abode. He is well fitted by education to bring to a successful issue any enterprise he may undertake, having received a thorough education in the public schools of his native city.

Upon his arrival in Spokane in the spring of 1890, Mr. Weaver associated himself with the insurance firm of Hampton & Co., and afterward with T. E. Jefferson & Co. Recently he became a partner with Mrs. Alice Houghton in the real-estate and insurance business, giving his attention principally to the latter department. Not long ago the local board of underwriters was organized and he was elected secretary, the duties of which office he discharges with great zeal and efficiency. He has invested considerable money in real estate, and is now the owner of some fine property which, in the course of the next few years, coupled with his mining interests, will undoubtedly make a rich man of him.

Mr. Weaver has the bearing of a thorough gentleman, and his looks do not belie him. He is often cited as an example of the brilliant careers open to capable young men in the city of Spokane and other Western cities.



MATTHEW THOMPSON CURRY, attorney and counselor at law, Centralia, is a highly respected member of the bar of Lewis county, and is also prominent among the educators of the State. A brief review of his personal history is herewith given. He was born in Iowa county, Wisconsin, September 14, 1843, a son of Henry Curry, a native of Great Britain, born in England; the father was an expert miner and engaged in this business after coming to this country. He also followed farming to some extent in Wisconsin, and resided there until the time of his death, which occurred in September, 1886. Mary Thompson, his wife, was born in Ireland, of Protestant parents; they were married in England, and there were born to them a family of twelve children. Matthew is the eldest; his youth was divided between the district school and the duties that usually fall to the lot of a farmer's son. At the age of seventeen came one of the most important events of his life: there was a call for men to go out in defense of the old flag, and to this he responded with all the zeal of youthful patriotism. He enlisted in Company E, Eleventh Wisconsin Volunteer Infantry, and served until January, 1863, when he was discharged by reason of disability. He returned to his home, and after regaining his health and strength turned his attention to the

acquisition of a higher education. After spending a year in the seminary at Mineral Point, Wisconsin, he engaged in teaching, and spent the two years following in study at Beloit College; he next was engaged in teaching at Dodgeville for two years, and also taught a year at Linden, Wisconsin. These three years of labor earned another welcome respite. He entered the University of Michigan and pursued the studies of the literary department to the end of the junior grade, when, having determined to study law as a profession, he entered the law department of the University of Michigan at Ann Arbor, and was graduated from this renowned institution in 1871. He returned to Dodgeville, and for two years filled the position of principal of the city schools.

He was admitted to the bar of Wisconsin in 1872, and afterward removed to Lee county, Illinois; where he was engaged in legal practice until 1877. He then removed to Cherokee county, Kansas, and during his residence in that State he was employed by the Extension and Construction Company of the St. Louis & San Francisco Railroad as bookkeeper and paymaster, a position he held for three years. Coming to this State in 1883, he resided for a brief period in the capital city, and afterward in Tacoma. He then came to Centralia, which was then in its infancy. There was scarcely a demand for legal practitioners, so Mr. Curry returned to his "first love," and assisted in laying the foundation of the excellent public-school system which exists in this State. His reputation was not confined to the borders of Lewis county, for at the end of two years he was called to fill the position of principal of the public schools of La Grande, Oregon. At the end of one year he returned to Centralia, and then resumed his professional labors. He holds a life diploma as a teacher in the State of Washington, and in 1889 was a member of the State Examining Board. In 1890 he was elected City Clerk, and the following year City Attorney. He is now Court Commissioner for this judicial district. He is a man of keen intelligence, and has never laid aside his habits as a student. Possessing the courage of his convictions, he is a fearless official, and enjoys the highest regard of the people of his county. Politically he affiliates with the Democratic party, and is a member of the County Central Committee. He belongs to the A. O. U. W., and to the T. P. Price Post, G. A. R.

Mr. Curry was united in marriage to Miss Corda B. Newlin, in October, 1880. Mrs. Curry is a native of Indiana, and has for a number of years been connected with the higher educational movements of the State.



CLARENCE HANFORD, one of the firm of Lowman & Hanford, stationers and printers, of Seattle, was born in Seattle, May 13, 1857, being the youngest son of Edward and Abbie J. (Holgate) Hanford, of Ohio, but pioneers of Washington Territory, whither they came in 1854. The subject of this sketch was educated in the public schools and Territorial University of Seattle, and at the age of thirteen years engaged in that line of work which he has so successfully followed through life. In 1870 he began learning the printers' trade in the office of one of the pioneer papers, the Seattle Intelligencer, printed upon the old Ramage press, the pioneer printing press of the Northwest. Young Hanford worked in the office before and after school and on Saturdays, and he rolled the forms, printed the papers, and then took them about the town. From 1872 he gave his entire time to the business and then learned the practical work of type-setting and other details of the "art preservative," and subsequently became foreman of the establishment. In 1875 he went to San Francisco and attended the Washington Business College and also followed his trade up to December, 1876, when he returned to Seattle as foreman of the printing department of the Intelligencer. After about six months he bought out the job-printing department, which he thereafter conducted and thus established the nucleus of his present extensive business. During its incipency the work of the office was performed with foot-power presses and with two assistants. In 1879 J. H. McClair purchased an interest, and in 1880 Mr. Hanford made a prospecting tour of the Skagit river and British Columbia mines, returning to Seattle in 1881, when he resumed the printing business, bought his partners' interest, and continued alone until 1883, when he consolidated the printing business with the stationery business of J. D. Lowman and incorporated the Lowman & Hanford Stationery and Printing Company. With the increase of business large presses were added and they did the

printing for all the papers of the city. This was continued up to the time of the great fire of June, 1889, when the entire establishment was destroyed. Before the ruins had ceased to smolder plans were made for rebuilding, and just two months later a two-story building was erected. Machinery was in place, operations actively instituted, and have since been steadily continued. With the demand for lithographic work in 1891 the company added a plant for that purpose and are now sending goods throughout the Northwest. The increase of business and the necessity of greater facilities resulted, in 1892, in the conversion of the two-story building into one of four stories, and by building over and around the original structure the new building was constructed from the foundation without interfering with the activities of the business. The present establishment is unmistakably the most complete of all north of San Francisco, and about 100 hands are kept steadily employed in the retail, wholesale and manufacturing departments. Mr. Hanford has devoted his entire time to the manufacturing, while Mr. Lowman supervised the salesrooms up to 1886, and when other matters demanded his attention J. N. Jackson was placed in charge of that department.

Mr. Hanford was married in Seattle, in 1882, to Miss Eleanor Neff, of San Francisco. Two children have blessed this union: Amie Lois and Lauron. Mr. Hanford was a charter member of Harmonie Lodge, K. of P. In addition to his other representative interests he owns valuable improved and unimproved property in and about the city of Seattle.



JHORNIBROOK, a well known farmer of Klickitat county, was born in Perth county, Canada, a son of Samuel and Sarah Hornibrook, natives also of that country. The family is of a long-life race, and the ancestry can be traced back to Ireland. Our subject, the second in a family of four children, all residents of Washington, spent his early life in Canada. He moved to Cherokee county, Iowa, with his parents, and in 1883 he brought his family to Klickitat county, Washington, locating on a farm three miles from Goldendale, buying the right of Melton Sheer, and afterward securing a title. Mr. Hornibrook has since added

to the original purchase until he now owns 320 acres in one body, and also has 320 acres of mountain timber, a few miles north. He is engaged in general farming and stock-raising, and his wheat crop usually averages from eighteen to twenty-five bushels per acre. The farm has good buildings, surrounded by ornamental trees, and an orchard of about two acres, containing many kinds of fruit.

Mr. Hornibrook was married in Cherokee county, Iowa, February 28, 1877, to Miss Silena Hill, a native of Wisconsin, and a daughter of Henry and Elizabeth Hill, natives of Germany and England, respectively. They resided in Wisconsin for many years, and afterward removed to Iowa, where the mother still resides. The father died in Missouri in 1879. Our subject and wife have seven children: Sarah Elizabeth, Cintha Malissa, Ira Elmer, William John, Mabel Beatrice, Fanuy and Alice Marcellus. The family are members of the Methodist Church at Goldendale. In political matters, Mr. Hornibrook votes with the Republican party, and takes an active interest in school, county and State affairs. He is always foremost in any enterprise which tends to uplift or promote the interests of his fellow man, and it may be said he is one of those progressive, whole-souled men who are welcomed in every community.

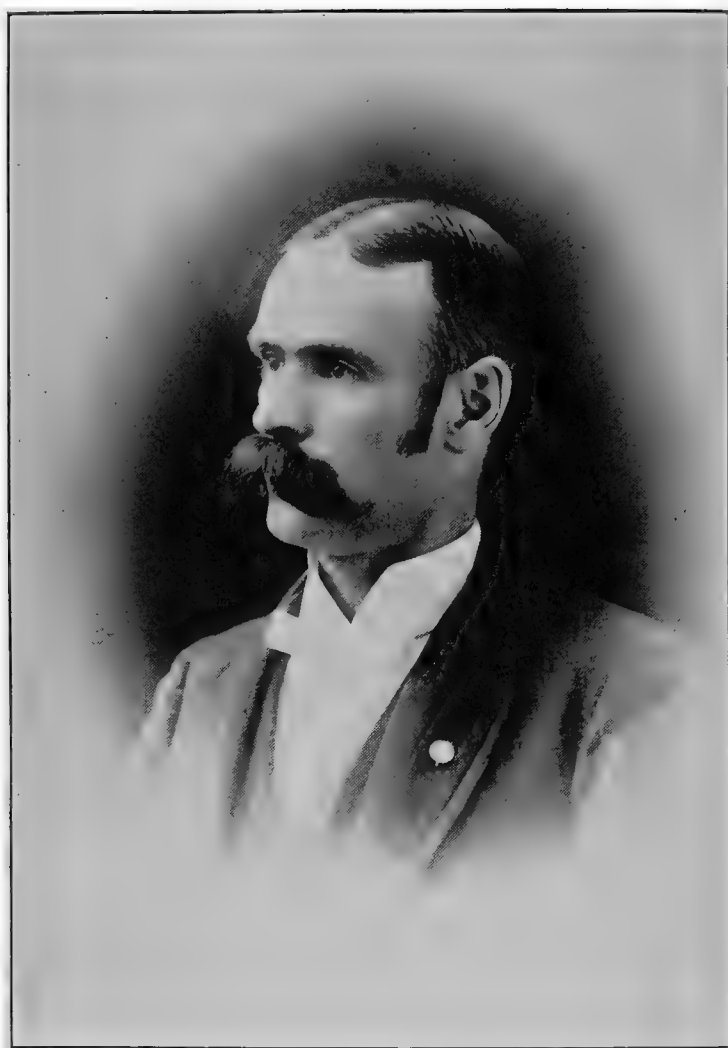


WILLIAM B. ROBERTSON, president of the Robertson Mortgage Company of Seattle, was born in Ashtabula county, Ohio, August 9, 1843. His parents, Gilman and Phœbe (Blakeley) Robertson, were natives of New Hampshire and Connecticut respectively, their ancestors being among the early settlers of New England and patriots of the Revolutionary war. Gilman Robertson was reared a farmer, and was among the first to settle on the Holland purchase in western New York, and later on the Western Reserve in Ohio. William B. was the youngest of six children, and as his father died when our subject was in his boyhood, leaving the widow and large family with slight support, William B. struck out in life at the age of eleven years to shape his own destiny. He continued in the lines of agriculture up to 1861, when he enlisted in Company H, Twenty-seventh New York Volunteer Infantry, and served in

the Army of the Potomac. He was in the first battle of Bull Run, followed by the battles of West Point and later that of Gaines' Mills, where he was wounded in the leg on the 27th of June, 1862, and taken prisoner. After one month's detention, he was exchanged and then sent to the hospital at Philadelphia, when it was found necessary to amputate his leg, complications having set in through neglect while he was a prisoner. After partial recovery he was returned to Elmira, New York, and was honorably discharged. He then sold his trunk and such trinkets as were of value and with the proceeds secured instruction at a writing school, and later was offered a position as bookkeeper in a wholesale tea, coffee and spice house, where he remained about four years. He then engaged in the buying, improving and selling of real estate, and in the loaning of money, in which he evinced such wisdom and sagacity as to rapidly acquire an extended and lucrative business, which he continued about twenty years. Save for his service as Assistant Assessor of Internal Revenue under the administration of President Johnson, he would accept no political emolument or public office. He was married in Elmira, January 2, 1865, to Miss Eliza J. Chapman, a native of that city.

In 1888 Mr. Robertson came to Washington, and after visiting the cities of the Northwest he decided to locate at Seattle and engage in the real-estate and loan business. In the fall of 1888 he purchased 100 acres and platted the same as Hiawatha Park. He has since been selling lots in their addition, although giving more particular attention to loans. In April, 1892, he organized the Robertson Mortgage Company, with a paid-up capital of \$250,000. He is president of the company, while his son and only child, Tracy H. Robertson, is secretary and treasurer. The province of the company is the extending of first-mortgage loans on real estate and the purchase of county and municipal bonds and warrants.

Tracy H. Robertson is a graduate of Union College, Schenectady, New York, in the class of 1891. His graduation was attended with high honor, as he secured the Ingham and the third Allen prizes on his essays in English literature, and also the Blatchford oratorical medal. Mr. Robertson, Sr., was one of the organizers of the Seattle National Bank, and is a director and member of the loan committee of the Seattle Savings Bank, of which he was also one of



T. W. Gordon

the organizers. He is a director of the King County Abstract and Title Guarantee Company. He is a careful, conservative, and sagacious financier, a gentleman of keen foresight and sound judgment, who by personal effort and discernment has acquired a substantial competency, and by advice and financial assistance has done much in furthering the development of Seattle.



THOMAS W. GORDON, Clerk of King county, was born in Randboro, province of Quebec, Canada, August 22, 1862. His father, William Gordon, of Scotch-Irish ancestry, emigrated to Canada at the age of fifteen years, and subsequently engaged in the manufacture of boots and shoes. He married Eliza Hamilton, a native of Canada, and in later life returned to a farm where still resides, engaged in agricultural pursuits. Thomas W. was the fifth in the family of thirteen children. He remained with his parents until sixteen years of age, spending his days in labor and his nights in rest, enjoying no educational advantages. In 1878 he left home to gain self-support and by personal effort to gain some knowledge from books. Thus by economy and persevering industry he passed through the graded schools at Rochester, Vermont, the Vermont Methodist Seminary at Montpelier, and then entered the Stanstead Wesleyan College at Stanstead, Quebec, graduating therefrom in 1882. He then followed bookkeeping at Taunton, Massachusetts, for two years, when his health failed and he came to Glendive, Montana, and engaged in mercantile business. Opening a branch store at Medora, Dakota. Mr. Gordon became the manager, and while there was appointed by a committee of the citizens to draw up a petition and present it to the governor for the organization of Billings county, which desideratum was satisfactorily accomplished with Medora as the county seat. Mr. Gordon was then offered an official position, which he declined, as that would interfere with his business. In August, 1884, he sold out and removed to Williston, continuing in mercantile life until December, 1885, when he went to Chicago and into the employ of the United States Express Company, remaining until July, 1889. He then came to Seattle, and engaged in the hotel

business as manager of the Russ House. In 1890 he entered the office of the city water department as bookkeeper, and continued until the change of administration in March, 1892, when he retired, but was highly complimented for efficiency in the department and the accurate condition of his books. Mr. Gordon first entered politics in 1890, actively endorsing the principles of the Republican party. He was the nominee of his party in 1892 as Clerk of King county and the Superior Court, and was duly elected on the 8th of November, entering upon the duties of his office in January, 1893.

Socially, Mr. Gordon affiliates with the Royal Arch Masons, and is Past Chancellor of Lake Lodge, No. 68, Knights of Pythias.



DR. THOMAS L. CATTERSON occupies a leading position among his fellow-practitioners in Spokane and the surrounding country. His skill and ability are too well known to require any extended mention in this connection, and the success with which his years of practice here have been crowned is a fitting tribute to his thorough knowledge of the profession which he has chosen.

Dr. Catterson was born in Geneva, New York, in 1857, and is the youngest in a family of eleven children. His parents, William and Mary L. (Long) Catterson, were both born in Scotland. His father came to America at the age of twenty-one years, located in Vermont and engaged in agricultural pursuits. His mother came at the same time, and they were married in that State. Soon after their marriage they removed to New York, where the father died in 1882. The mother is still living on the old estate.

Dr. Catterson came to Spokane direct from the Detroit (Michigan) Medical College, of which institution he is a graduate, with the class of 1887, although prior to his entering that college he had taken two complete courses in the University of Michigan at Ann Arbor. His preparatory studies had also been very thorough, so that upon receiving his diploma his qualifications for the practice of his profession were of the highest order. Since taking up his residence here Dr. Catterson has been constantly engaged in general practice, both in this city and throughout the adjoining country. He is on the staff of medical attendants at the

Sacred Heart Hospital, where he is daily doing much to alleviate the sufferings of those who seek admittance at that noble institution. While the Doctor conducts a general practice, he gives special attention to surgery. He is a member of the Spokane County Medical Society, and also of the State Medical Society. Of the former association he was president in 1891. He is now a member of the Board of Censors of the State. He served as County Physician three years.

In New York, in August, 1880, Dr. Catterson was united in marriage to Miss Addie Van Houghton. They have one child, Evelyn. The Doctor erected a pleasant home on Fourth avenue, in which he and his family reside. He and his wife are members of the Episcopal Church.



EDWARD F. WITTLER, one of the active, enterprising business men of Seattle, was born in Bielefeld, Prussia, Germany, March 19, 1851. His ancestry had been resident of the locality for many generations, engaged in the manufacture of damask. His father was a manufacturer of damask linen, for which the town of Bielefeld was world-famed.

At the age of fourteen years Edward F. came to the United States with his uncle, Gottlieb Wittler, who was a prominent contractor in St. Louis, Missouri. Edward remained with his uncle for three years attending the public schools of St. Louis, and learning the language and habits of the American people. He also took a course at Jones' Commercial College, where he graduated. He then secured a position as errand boy and collector in the commission house of Harris, Franklin & Co., and remained eighteen months. Then, as sewing-machine solicitor, he passed one year, and in 1870 he secured a clerkship in the office of August Gast & Co., who were conducting a small lithographic business and employing about thirty hands. In 1871, young Wittler became traveling salesman throughout the Southwest, and in 1873 purchased an interest in the business. In 1875 Mr. Gast retired from active management owing to advancing age, and our subject became business manager. Under his able management the business of the firm extended and increased, and by importing color artists from Germany and thus raising the

standard of their work, they rapidly grew in prominence. In 1879 they bought out the firm of John McKittrick & Co. and other smaller establishments, and, adding facilities for steel engraving and bank-note work, organized the August Gast Bank Note & Lithographic Company, of which Mr. Wittler was elected president. To meet the requirements of their increasing trade, they subsequently added departments of printing, stationery and blank-book manufacturing. In 1883 the increasing business in New York city demanded a local establishment, and the Gast Lithographic & Engraving Company was instituted at 20 Warren street, New York, with Mr. Wittler as president. These institutions were then conducted with great wisdom and success, until they became the leading concern of the sort in the United States, employing a working force of from 450 to 470 hands.

In 1887 Mr. Wittler decided to retire from business, giving his attention to the loaning of money and living a less laborious life. He had formed many close ties in the line of his profession, and his retirement was accompanied with resolutions of regret from the St. Louis Typothetæ, which embraced the master printers of the city. Mr. Wittler and family then made an extended trip to Europe, and upon their return, in the fall of 1888, they came direct to Washington, arriving at Tacoma on the 15th of December. After spending ten days in looking over the town, Mr. Wittler visited Seattle, to present a letter of introduction to J. T. Ronald, from mutual friends in St. Louis. The enthusiasm of Mr. Ronald aroused the interest of Mr. Wittler, and after looking over the city, he, too, saw the greater opportunities offered for investment, and he decided to locate in Seattle. He immediately began to purchase and improve real estate, and on the 2d day of January, 1889, began the erection of four houses for rent or sale. This line of investment was continued until twenty-three houses were completed. Upon June 1, following, in connection with Fred Sander, he purchased a controlling interest in the Yesler avenue cable car line, of which he became general manager. Owing to the fire of June 6, the road sustained a heavy loss, but was speedily reconstructed and put in running order. Mr. Wittler then sold his interest to Mr. Sander and retired. He then built the St. Louis block, 90 x 100 feet, three stories, on the corner of Eleventh and Jackson

streets. On the 1st of March, 1890, he applied to the city council for a franchise to build the several roads now known as the Union Trunk Line System, which organization was duly incorporated with a capital stock of \$1,000,000, Mr. Wittler becoming president. The road was constructed as soon as practicable and now embraces the double track cable line on James street, from Pioneer place to the power house, at James street and Broadway, three-quarters of a mile in extent. Electric lines were then extended from the power house, and are individually known as the Beacon hill line, two and a quarter miles; the Lake Washington branch, two and three-quarters miles, terminating at Madrona park, on Lake Washington, which is beautifully laid out and adorned; the Broadway branch of two and a half miles and the Rainier hill line, of two and a quarter miles, making one of the most complete street railroad systems of the city. Mr. Wittler is also president of the King County Abstract & Title Guarantee Company, and of the Cascade Steam Laundry. He is a trustee of Green Lake Home Building Company, and owns the Tower Grove Nursery with a tract of forty-five acres, near York, the same being utilized for gardening purposes.

Mr. Wittler was married in St. Louis, in 1874, to Miss Rosa L. Taylor, a native of New Jersey. To this union have been given five children: Edna F., Milton F., Lester, Lela and Homer.



SAMUEL F. COOMBS, for upward of thirty years a resident of Seattle, was born in Thomaston, Maine, April 16, 1831, upon the homestead established by his grandfather, an old soldier of the Revolutionary war. The progenitor of the Coombs family in America descended from the Huguenots of France and emigrated to New England about 1760. Asa Coombs, the father of our subject, was born upon the homestead at Thomaston, and subsequently married Lucretia Mann, a native of Castine, Maine, and daughter of Dr. Mann, a distinguished surgeon of the Revolutionary war. Asa Coombs followed farming, ship-building and the burning of lime, and was one of the prominent citizens of the State. He was Adjutant General under the old militia law, and served several terms in the State Legisla-

ture. He was a Jeffersonian Democrat, and prided himself on having voted for every Democratic president from Madison to Cleveland, including Horace Greeley. At the age of ninety, he crossed the continent to visit his son in Seattle, where he died in 1888, in his ninety-fourth year.

Samuel F. Coombs attended the common schools of Thomaston during the winter months and passed his summers upon the farm, remaining with his parents until his twenty-first year, when he started westward, passing the summer of 1852 with friends in Illinois. The winter following he taught school in Indiana, and in the spring of 1853 returned to Thomaston and was married, in 1854, to Miss Rachel Boyd, a native of an adjoining town and descending from Revolutionary stock. After marriage Mr. Coombs settled on the old homestead and carried on the farm for several years. In 1858 he was elected to the Legislature of which James G. Blaine was an honored member. In 1859 Mr. Coombs started for California by the Panama route, arriving in San Francisco in October, and then meeting his uncles, Captain William and George Boyd, who were navigators of the coast between San Francisco and Puget Sound. Our subject soon came to Port Madison, and began work in the mill, but shortly afterward was engaged to teach the village school, numbering among his pupils the sons of Edward Hanford, namely, Thaddeus, Cornelius H., Frank, Jud, and Clarence, who are now among the prominent men of the State.

In the spring of 1860 Mr. Coombs came to Seattle and found employment in the store of Henry L. Yesler, remaining about twelve years, a part of this time acting as Deputy Postmaster and agent for the Wells-Fargo Express Company. About 1872 he engaged in the commission business, which he followed several years. He has been quite active in politics and was the first Auditor of King county, holding the office for several terms. He was also the first committing Magistrate of the city of Seattle, and served as Justice of the Peace for a number of years. While serving as Justice of the Peace in 1882, the murderers, Payne, Howard and Sullivan, were before him, and after a fair trial and commitment were taken by an outraged people and hanged near the corner of James street and Pioneer place.

Under the Cleveland administration in 1884, Mr. Coombs was appointed Warden of the

United States penitentiary on McNeil's island and served four years. Since 1888 he has not been actively engaged in business. Mr. and Mrs. Coombs have three children: Louisa, now Mrs. James H. Watson; William M., an Engineer; and Raphael, an artist.

Socially, Mr. Coombs affiliates with the Masonic order. He has always taken a deep interest in the Indian dialects of the Sound, and has recently revised a Chinook dictionary for general circulation. He was formerly engaged as reporter on the old *Intelligencer*, and still writes for the press on pioneer subjects, particularly relating to incidents and experiences with the Indian tribes.



EDGAR R. BUTTERWORTH, manager of the Cross Undertaking Company, of Seattle, was born in Boston, Massachusetts, March 3, 1847. His parents, William R. and Eliza (Norwood) Butterworth, were natives of the same State, descended from ancestry of Puritan stock and Revolutionary fame. William R. Butterworth was by trade a cotton manufacturer and for many years acted as superintendent of mills at Newton Upper Falls, Massachusetts. In 1857 he removed to Wright county, Minnesota, to engage in agricultural pursuits, and there improved a farm and remained five years; but the Sioux Indians were so hostile, and the dangers of the country so great, that after the Indian massacre of 1861-'62 Mr. Butterworth decided to remove to a more civilized country, and returned to Massachusetts, and resumed his earlier occupation. Edgar R. attended the schools of New England until he attained the age of seventeen. He then learned the trade of hatter, which he followed in different cities of New England for about five years. In 1869, he located in Boston and began reading law with his brother, and was admitted to practice in 1872. Shortly after he removed to Woodson county, Kansas, and in partnership with H. M. Ingraham, engaged actively in the practice of his profession. In 1877 the firm went to southwestern Kansas, on the border of Indian Territory, to participate in the organization of a new county, but as public sentiment was opposed to the movement they gave up the enterprise and engaged in the stock business, continuing until 1882. Mr. Butter-

worth then closed out his interests and came to Lewis county, Washington Territory, and located at Centralia, then known as Skookumchuck, and having a population of about 250. Business was dull, so Mr. Butterworth engaged in carpenter work, of which he had some knowledge, and thus helped to build up the town. One year later he opened a furniture store and undertaking establishment, which he operated up to 1890; then, after a trip through the East, he returned to Centralia, but continued only the undertaking business. In November, 1892, Mr. Butterworth came to Seattle to accept the position of manager of the Cross Undertaking Company, with parlors located at 1,427, Second street, the Centralia business being continued by his son, Gilbert M., who is also associated with his father in Seattle.

Mr. Butterworth was married in Boston, Massachusetts, in 1870, to Miss Grace M. Whipple, a native of that State. She died in 1872, leaving one son, Gilbert M. Mr. Butterworth was again married, in Cambridge, Massachusetts, in 1873, when he was united to Miss Maria L. Gillespie. They have four children: Charles N., Frederic R., Harry E. and Benjamin. Mr. Butterworth has valuable property interests in and about Centralia, with fine residence, fruit orchards and improved lands. As member of the council and eight years Notary Public, he took an active interest in the city organization and government. He is a member of the I. O. O. F. and A. O. U. W., and for twenty-five years has been a consistent member of the order of Good Templars. He has been for many years a Deacon in the Baptist Church, and carries his Christian and fraternal life into his profession of undertaking.



ROBERT ROBB, Surveyor of Clarke county, Washington, was born at Hammond, St. Lawrence county, New York, June 25, 1842, a son of John and Mary (Robinson) Robb, natives of Scotland. The parents emigrated to the United States in 1828, where the mother died in 1847, and the mother in 1883.

Robert Robb, the seventh in a family of eight children, attended the public schools of his native county, and completed his education in the Wesleyan Seminary, in 1865. In 1862 he en-

listed as a private in the Forty-second New York Infantry, but, on account of ill health, was discharged thirteen months later, and returned to New York. After completing his academic course he visited the States of Michigan and Wisconsin, and in the latter State was engaged in teaching two years. In 1868 Mr. Robb returned to New York, but a few months afterward went to Nebraska, where he taught school eight years, and during seven years of that time served as Superintendent of the Cumming county schools. He came to Clarke county, Washington, in 1876, followed farming and teaching the first two years, for the following four years served as Superintendent of the County Schools, and was then associated with H. A. Proebsted in the mill business, having been lessee of the well-known Lucia mill property. In 1884 Mr. Robb was elected County Assessor of Clarke county, and at the expiration of his term of service engaged in the real-estate business. Since 1888 he has filled the office of County Surveyor. His management of the office has been highly satisfactory to the voters of the county, and for the past four years the opposite political party has nominated no candidate for the position.

Mr. Robb was first married in New York, to Miss Annett Hulett, who died June 13, 1877. They had four children: Donald B., Anna C., Ellen and Malcom. June 1, 1880, he was united in marriage with Miss Lida Brown, and they had three children: Lura, Walter and Ina. The wife and mother died January 2, 1890, and June 24, 1892, our subject married Mrs. May Flinn, *nee* Greenwell, a native of Iowa. Mr. Robb is one of the most popular citizens of Clarke county, has figured conspicuously as a local contributor to county papers, and has always been identified with its best interests. In his political relations he is a stanch and steadfast Republican, although is liberal in local politics. Socially, he affiliates with the A. O. U. W. and the G. A. R.



CYRUS F. CLAPP, one of the most successful business men of Jefferson county, was born in Medford, Maine, July 29, 1851, and was the son of Stephen and Alvina H. (Hunt) Clapp, both natives of the same State. Stephen Clapp was reared in the lumbering district of Maine, and concerned in such enterprises up to 1852, when he came to California,

and followed the same line on the Sacramento and Feather rivers, and made a considerable fortune, which was literally washed away in the great flood of 1862. He then went to Humboldt county and followed logging until 1880, then retired and located in Eureka, where he still resides. Cyrus F. Clapp laid the foundation of his education at Foxcraft Academy in Maine, and Hanover Academy in Massachusetts. Still ambitious for higher accomplishment, he then crossed the Atlantic and spent two years at the Royal Academic Institute at Belfast, Ireland, and completed his course at St. Andrews College in Scotland. Returning to America in the fall of 1868, he soon secured a clerkship in the large dry-goods establishment of Jordan, Marsh & Co., and remained until the spring of 1870, when he came to California to visit his father, and later proceeded to Puget Sound, landing at Port Townsend on November 1st of the same year, with a cash capital of \$5 in gold. Proceeding at once to business, he accepted the position of clerk at the Cosmopolitan hotel, and in the spring of 1871 went to San Francisco and secured a clerkship with D. Samuels, proprietor of "The Lace House." In the spring of 1874 he returned to Port Townsend and to his former position, which he retained until 1876, when, having accumulated sufficient means, he purchased the property and assumed the proprietorship of the hotel, which he successfully managed for three years. Disposing of this property in 1879, he removed to New Dungeness, where he became Postmaster and engaged in the general merchandise business, handling every variety of product in logs, lumber and farm produce, and with a sealing business in season, and a freighting business about the lower Sound, he conducted a very extensive enterprise, and made money rapidly. He operated his store until 1889, though, in 1887, he removed to Port Townsend to look after his real estate and other interests. He also organized the private banking house of Clapp & Fenerbach, and in 1889 purchased his partner's interest and incorporated as the Merchants' Bank of Port Townsend. He continued as president of the institution until the fall of 1889, when the bank was sold to William S. Ladd, of Portland. Mr. Clapp has since devoted himself to the loaning of money and the sale of real estate in city and county property. He owns valuable improved business property in Port Townsend, with farm and timber lands about the State. He

is a careful, conservative business man, but with keen judgment has foreseen results and profited thereby.

He was married in Port Townsend, January 21, 1875, to Miss Wilhelmina M. P. Lacy, step-daughter of Major Van Bokkelyn, a pioneer of the Sound. Five children have blessed this union: Nellie F., Vina, Elva (deceased), Beatrice C. and Alvin F. (deceased). Socially, Mr. Clapp affiliates with the Fourteenth degree, Scottish Rite, A. F. & A. M., I. O. O. F., K. of P., and A. O. U. W.

Politically, he is a Republican. He served Clallam county one term as Treasurer. He was one of the first Councilmen elected in Port Townsend.

In 1892 he was appointed by Governor Ferry as one of two representatives to the Nicaragua Canal Convention at New Orleans. In both his social and religious life he is esteemed and respected by all who know him.



NOA H BOSWORTH, a well known citizen of Lewis county, Washington, cast his fortune with the Northwest in 1857, and has resided in Washington ever since. Mr. Bosworth was born in Massachusetts in the year 1827, and was a resident of his native State until 1857, when he came West. Upon his arrival in Washington he first settled in Thurston county, from whence, in 1866, he removed to his present location in Lewis county. He was elected County Commissioner of his county in 1876.

Mr. Bosworth has never married.



PETER GUNN, one of the early pioneers of Klickitat county, was born in Nova Scotia in 1839, the youngest son of David and Jean (Gunn) Gunn, natives of Scotland. The parents removed to Nova Scotia in 1817, where they were among the early settlers, and the father died there in 1859, and the mother in 1853. They had twelve children: John, Katharine, Helen, William, Alexander, David, Robert, Aeneas and Peter. Two children died in infancy.

P. Gunn, the subject of this sketch, spent his early life on a farm in Nova Scotia. In 1870

he came to the United States, spent the first year in Nevada, next followed the carpenter's trade in Solano county, California, until 1878, and in that year located on a part of his present farm in Klickitat county, Washington. Mr. Gunn first purchased a squatter's right to 160 acres, later bought another squatter's claim, and he now owns 320 acres of fine farming land. His daughter also owns a homestead adjoining this farm. He gives his attention principally to wheat raising, although he has from 300 to 400 fruit trees, which yield an abundance of fruit.

Mr. Gunn was married in Nova Scotia, August 10, 1865, to Miss Caroline A. Fraser, a native of that country, and a daughter of William and Mary (Cameron) Fraser, also born in Nova Scotia. Their parents came from Scotland to that country during its early settlement. Mr. and Mrs. Gunn have three children: Hattie May, Amelia Jane and Albert William. Mr. Gunn has been a member of the Masonic order for thirty-three years, has held a membership under four grand lodges, viz.: Scotland, Nova Scotia, California and Washington, and has served as Master for three years. He was the first Worthy Patron of the first Chapter of the Order of the Eastern Star in Washington (Evergreen, No. 1, of Goldendale). The order has now a Grand Chapter in the State, thirty-two subordinate chapters, with a membership of 1,628 June 12, 1893, and is in a flourishing condition.



WILLIAM J. WHITE is the proprietor of one of the best furnished drug stores in Klickitat county, and is himself well versed in pharmacy. He is a native of the State of Wisconsin, born in Green Lake county, March 2, 1862. His parents were Charles and Mary (English) White. The father was a native of Michigan, and was a farmer by occupation; he lost his life during the Indian outbreak of 1862, and the widowed mother afterward removed to Minnesota and settled in Swift county, where William J. was reared and educated. Until the age of seventeen he divided his time between the lighter labors of the farm and the studies he pursued in the common schools; then he turned his attention to bookkeeping, but this profession was interrupted by a trip to the Pacific coast in

1881. He first settled in Wasco county, Oregon, and for a year was engaged in agricultural pursuits; he was then employed in the O. S. N. Company shops at The Dalles, Oregon, where he did carpentry and bridge work for two years. In 1883 he came to Goldendale, and for a short time was engaged in farming. Securing a position as clerk with B. F. Saylor, who had purchased the drug business of J. M. Hess, he held the position for two years.

Desirous of rising to the top of the profession, Mr. White went to Chicago, Illinois, and there pursued a course in pharmacy in a leading college in that city. He was graduated in 1889, and immediately returned to Goldendale, taking charge of the prescription counter in the store which he purchased a few months later. In 1890 J. W. Snover became a member of the firm of White & Snover, the association continuing two years. At the end of this period Mr. White bought the entire business; he carries a large and well-selected stock of pure drugs, oils and a choice variety of toilet goods. He gives his personal attention to the prescription department, attending to his duties with painstaking care and unerring intelligence.

Mr. White was married in the city of Chicago, in December, 1888, to Miss Mary M. Hess of Iowa, and three children have been born to them: Ethel E., Louise Ellen and an infant son. In his social relations Mr. White affiliates with the I. O. O. F. and the Knights of Pythias.



GEORGE J. STONEMAN, City Clerk of Seattle, was born in Petersburg, Virginia, May 4, 1868. His parents, General George and Mary O. (Hardesty) Stoneman, were natives of New York and Maryland respectively. From Appleton's Cyclopædia of American Biography we copy the following sketch of General Stoneman:

"General George Stoneman was born in Busti, Chautauqua county, New York. He was graduated at the United States Military Academy in 1846, and entered the First Dragoons. He acted as Quartermaster to the Mormon battalion at Santa Fé; was sent with it to California in 1847, and remained actively engaged on the Pacific coast till 1857. In March of this year he became Captain in the Second Cavalry, and served till 1861, chiefly in Texas.

In February of that year, while in command of Fort Brown, he refused to obey the order of his superior, General David E. Twiggs, for the surrender of the Government property to the secessionists, evacuated the fort, and went to New York by steamer. He became Major of the First Cavalry on May 9, 1861, and served in Western Virginia till August 13, when he was appointed Brigadier General of volunteers and chief of cavalry of the Army of the Potomac. He organized the cavalry of that army and commanded during the Virginia peninsular campaign of 1862. After the evacuation of Yorktown by the Confederate troops, his cavalry and artillery pursued and overtook them, and thus brought on the battle of Williamsburg, May 5, 1862. He took command of General Philip Kearny's division after the second battle of Bull Run, succeeded General Samuel P. Heintzelman as commander of the Third Army Corps, November 15, 1862, and led it at Fredericksburg on December 13. He was promoted to Major General November 29, 1862, led a cavalry corps in the raid toward Richmond from April 13 to May 2, 1863, and commanded the Twenty-third Corps from January to April, 1864. On the reorganization of the armies operating against Richmond by General Grant, General Stoneman was appointed to a cavalry corps in the Department of the Ohio; was engaged in the operations of the Atlanta campaign from May to July, 1864, and conducted a raid for the capture of Macon and Andersonville and the liberation of prisoners, but was captured at Clinton, Georgia, July 31, and held a captive till October 27. He led a raid to southwestern Virginia in December, 1864; commanded the District of East Tennessee in February and March, 1865; conducted an expedition to Asheville, North Carolina, in March and April, 1865, and was engaged at Wytheville, the capture of Salisbury, North Carolina, and at Asheville. He became Colonel of the Twenty-first Infantry, July 28, 1866, and was brevetted Colonel, Brigadier and Major General for gallant conduct. He retired from the army August 16, 1871, and has since resided in California, of which State he was Governor in 1883-'87, having been chosen as a Democrat."

The earliest recollection of George J. Stoneman is connected with California, where his father located after his retirement from the army in 1871. He was primarily educated in the schools of Los Angeles, and then entered

the University of Michigan, pursuing studies in both the literary and law departments, and graduating in the law department in 1889. He was admitted to the bar before the Supreme Courts of Michigan and Washington, and coming at once to Seattle he entered into the practice of his profession, from the law office of Hon. W. Lair Hill, prominent in the profession throughout the Northwest, and who has manifested great interest in the advancement of the young legal graduate. After about one year of practice, Mr. Stoneman entered upon literary work as a member of the editorial staff of the *Telegraph*, the especial duties of his department being the local politics and municipal affairs of the city. This naturally led Mr. Stoneman into politics, and in the spring of 1892 he was the nominee of the Democratic party, and elected in March, 1892, to the office of City Clerk for the term of two years. He is discharging the duties of his office with honor and distinction, having at heart the honest and impartial management of the trusts imposed upon him.



CLARENCE L. WHITE, civil engineer of Seattle, was born in Littleton, Buchanan county, Iowa, November 27, 1856. His parents, H. J. and Elizabeth (Richmond) White, were natives of Canada, where Mr. White learned the trade of millwright, and upon coming to Littleton about 1854, among the pioneer settlers of that locality, he built a flouring mill, which he operated a number of years. Clarence L. attended the public schools of Littleton and worked in his father's mill up to 1872, when the entire family came to Seattle, arriving on the 2d day of September. Spending the first winter in Seattle, our subject attended the public schools, and in the following summer went with the family to a ranch near what is now Anacortis, and then worked at clearing up and improving the ranch until the summer of 1876, when subject began "rustling" for himself, attending the Territorial University at Seattle during the winters. In the spring of 1879 he went to Spokane Falls as editor and manager of the *Spokane Times*, the first newspaper started in that city. His health failing from the sedentary work, he was obliged to resign within the following summer, and then

went on a Government survey in the Grand Coulee country. With restored health he returned to Spokane Falls in November, 1880, and during the winter was employed as Deputy Auditor of Spokane county, under Mr. J. M. Nosler. During the summer and autumn of 1881 Mr. White was in the Northern Pacific survey party in Idaho and Western Montana, acting as chainman and leveler. About Christmas of that year he returned to Seattle and began working for Whitworth & Thomson, civil engineers, and continued with them, except during the winter of 1882-'83, when he took a course in surveying in the university. In January, 1887, Mr. White went out in a party on the Seattle, Lake Shore & Eastern Railroad, as transitman, working during the summer and following winter on preliminary and location, from Seattle to the summit of Snoqualmie Pass in Cascade mountains. In the spring he was transferred to the Spokane Falls division of the same road, doing work in Spokane and westward to the Columbia river. In July he was sent out as resident engineer in charge of work at crossing of Grand Coulee, 120 miles westward of Spokane Falls, at a point where the Seattle, Lake Shore & Eastern Railroad and the Northern Pacific Railroad were fighting for location. This work was abandoned, soon after the troublesome point was settled in favor of the Seattle road, and Mr. White returned to Spokane and had charge of the construction of the large railroad trestles near Spokane. Upon the completion of this work he returned to Seattle, and in the spring of 1889 became partner in the firm of R. H. Thomson & Co. In March, 1890, the firm name was changed to Thomson & White, which continued until Mr. Thomson became City Engineer, and thereafter Mr. White operated alone.

He was married in Seattle, April 17, 1890, to Miss Etta B. Whitworth, native of Washington, and daughter of Rev. G. F. Whitworth, whose biography appears elsewhere in this volume. The above union has been blessed by one son, Roydon Whitworth.



JM. FRINK, President of the Washington Iron Works Company at Seattle, was born in Luzerne county, Pennsylvania, January 21, 1845. His parents, Prentice and Deidamia

(Millard) Frink, were natives of the State of New York, but married in Luzerne county, where Mr. Frink located as pastor of the Baptist Church. In 1859 he removed to Brown county, Kansas, where he engaged in farming and there died in 1861, leaving his wife with eight little ones to support. Our subject being the first-born son, took upon himself the responsibility of the family and the care of the farm, and right manfully did he perform his duty until the children were reared to ages of self-support.

In 1870, Mr. Frink left the old home, was married in Topeka, Kansas, to Miss Hannah Phillips and then located in southern Kansas, where he followed farming up to 1874, then removing to California, whence he journeyed north to Seattle in the fall of the same year. Immediate labor being necessary he accepted the first position offered, which was on street work, but shortly after he was employed as teacher in the city schools which line of occupation he then followed for four years in Seattle, and at Port Gamble. In 1880 he formed the copartnership of Tenny & Frink and engaged in the foundry business on the corner of Second and Jackson streets. In 1881 they added a machine shop and in 1882 incorporated as the Washington Iron Works Company, Mr. Frink being duly elected president and manager. Their business extended all through the Sound country, and grew to such proportions that 160 hands were employed in the several departments, in general foundry, mill and machine work. Remaining in the same location up to the great fire of June, 1889, the entire plant was destroyed with a loss of \$85,000, in patterns and equipments. The process of re-establishment was at once commenced and their works were rebuilt on Norman street between Eighth and Tenth, where the foundry, boiler, blacksmith and machine shops cover an area of two blocks, with facilities for a very extended business.

In 1886 Mr. Frink established the first electric-light plant in the city, and was the first on the coast to use the Edison system. This was known as the Seattle Electric Light, which was consolidated with other companies in 1892, and formed the Union Electric Light Company, of which Mr. Frink continues as vice-president. He is also a director of the Seattle Savings Bank and owns valuable business and residence property in the city. Mr. Frink lost his first wife in 1875, and she left two children, Egbert F. and Gerald. He was again married in 1877, to

Miss Abbie Hawkins of Illinois. They have three children: Frances G., Helena and Ethena.

In politics Mr. Frink is a Republican, and has been frequently called upon to serve upon the School Board and City Council, and in 1890 was elected to the State Senate for a period of four years. Mr. Frink is recognized in the community as one of her ablest business men, his principles being established upon honesty, integrity and justice to all men.

JESSE W. GEORGE, one of the respected pioneers of the Northwest territory, was born in Morgan county, Ohio, November 11, 1835. His father, Presley George, was a native of Virginia, where his ancestry settled prior to the Revolutionary war and took active part in that memorable conflict. Presley George moved to Ohio about 1820 and engaged in farming, subsequently marrying Miss Mahala Nickerson, a native of Massachusetts and of Puritan stock. Mr. George followed farming in Ohio up to 1851, when, with his wife and three sons, Hugh N., Jesse W. and M. C. George, he started for Oregon. The first stage was by steamer down the Ohio and up the Missouri river to a little town called Weston, seven miles above Fort Leavenworth. There they purchased their prairie outfit, consisting of two wagons, ten yoke of oxen, a number of cows and two American mares. They were accompanied by several families from Ohio and their entire train numbered about seventy-five people. The journey was without particular incident, and very successfully accomplished to the Dalles. There the families shipped by water to Portland, the young men crossing the mountains with the stock. It being late in the fall they were overtaken by a snow storm, and with no feed for the cattle, already in weakened condition, many of the animals died from hunger and exposure. They got through with seven yoke of oxen, five cows and both mares, the horses being very valuable in that early day. Proceeding to Portland the families united and Mr. George pushed up the valley to Linn county, and passed the winter near Washington Butte, where they found a little log cabin, about twelve feet square. Mrs. George was soon taken sick and Hugh became cook for the family, besides teaching school five miles distant, walking back and forth morning

and evening. Jesse found employment at hewing timber two miles distant, but was on the ground at daylight and continued as long as he could see, receiving therefor one bushel of wheat per day. The nearest mill was thirty miles distant, making a three-days journey with a team, and the flour was so black that in the present day of bolted flour it wouldn't be considered fit to eat, and yet during the large emigration of 1852 flour sold at twenty-five cents per pound, wheat \$6 per bushel, and the most remunerative labor was splitting rails at six "bits" per hundred and board yourself. In the spring of 1852 Mr. George took up his donation claim of 320 acres, and there resided up to 1875, when he moved to Portland.

Jesse W. remained at home up to his twenty-fifth year, securing such educational advantages as the country afforded. He was married in 1860, to Miss Cassandra Eckler, who came to Oregon with her brothers and sisters in 1853. Her mother died while she was yet in infancy, and her father on the trip across the plains. After his marriage Mr. George settled upon his own farm near Lebanon, where he engaged extensively in grain-farming and was actively connected with local affairs. He served for several years as trustee of Santiam Academy at Lebanon, and as a Republican took an active interest in political affairs. In May, 1872, he made a trip to Seattle and was impressed with prospects of the young city. Returning to his farm he arranged his business and with his family and team, drove to Portland, thence went by steamer down the river to the mouth of the Cowlitz, and thence drove to Seattle, having nice weather and a delightful trip. Upon locating in Seattle he at once entered actively into the business development of the city, acquiring extensive real-estate and property interests. He was one of the three original organizers of the Washington Iron Works, and actively assisted in the projection of the first railroad from Seattle, being one of the committee to secure right of way from Seattle up the White river valley to Puyallup Station. During later years he has acted in a similar capacity for the Union Pacific railroad company and at present is engaged in work of the same nature for the Seattle and Montana railroad company.

In July, 1884, he was appointed by President Arthur as United States Marshal for the Territory and served until after the change of administration. During the great fire of June, 1889,

he suffered a considerable loss of property, but with the spirit of enterprise which had characterized so many of his actions, he at once set about re-building and has since constructed on the corner of South Second and Main street a fine six-story building, which forms one of the notable structures of the city. Mr. and Mrs. George have four children: Janet (now Mrs. W. H. Llewellyn), Amy, Mark and Hugh.

Socially Mr. George affiliates with the Masonic order, being a member of the blue lodge, chapter, commandery and thirty-second degree, Scottish rite. At present he is President of the Washington Pioneer Association. Mr. George is a man of sound business judgment and firmness of character, which, united to his high integrity, make him a well recognized power in the community.



WILLIAM H. REEVES, one of Seattle's enterprising citizens, was born in Greene county, Pennsylvania, in June, 1835, the oldest son of Morgan and Hannah (Barclay) Reeves, natives of the same State, their ancestors having settled there prior to the Revolutionary war, and having been staunch supporters of the interests of the young colonies. William H. received his preparatory education in his native county, then entered Jefferson College in Washington county, later known as Washington and Jefferson College and graduated there in 1857. This college was the oldest Presbyterian College west of the Alleghany mountains and was the *alma mater* of Hon. James G. Blaine and other gentlemen who attained national reputation. After graduating young Reeves went to Louisiana and spent one year in teaching school in East Feliciana Parish. Within this time he began reading law. In 1858 he went into Texas and taught near Austin for one year, then removed to Matagorda county, where he continued teaching and reading law, and became concerned in loans and investments and identified with the people. He was thus engaged when the war broke out, his residence being with Colonel Rugeby, a prominent sugar grower and planter. Not anticipating a serious war, and wishing to stand by his investments, Mr. Reeves remained in the country up to 1862, when the people became suspicious of him and he felt it was time that he started for the North

to avoid being impressed into the Confederate service. Owning a fine thorough-bred horse, one of the best in the county, he surreptitiously stole away and started upon his perilous journey, when any moment might mean death. Yet he held even that as preferable to entering a conflict in which his father and brothers might be in line upon the Federal side. He soon found companions bent upon a similar effort, and, without going into detail, suffice it to say that after three months in the saddle—undergoing all sorts of dangers and experiences, through which his fearlessness and quickness of speech carried him safely—he ultimately crossed the Federal lines and returned to his family and friends in Pennsylvania, appearing to them as though restored from the dead. Shortly after he went to Cincinnati and secured a clerkship in a general merchandise store, and there remained in positions of trust and responsibility up to 1866, when the death of his father took him back to the family. After settling the estate, he removed the family to Page county, Iowa, and there established the members upon a farm. After getting them properly located, in 1866, Mr. Reeves started for California. The Indian troubles that year prevented his making the trip overland, so he went to New York and thence by steamer and the Panama route, arriving in San Francisco in June of the same year. Desiring to nourish his scanty cash capital, teaching seemed to him the first occupation to pursue. Fortunately the State Board of Education was then in session, and to them he applied, and though rusty in his studies from long cessation from teaching, he passed the ordeal and rather to his own surprise received a first-grade certificate. The examination of teachers was followed by a ball and there Mr. Reeves met Miss Lucy Baldwin, of New York. With the lapse of time this acquaintance ripened into love and they were united in marriage in 1870. Mr. Reeves began teaching in 1868 in Greene valley, Solano county, and continued until 1870; then after his marriage he, in company with his wife, took a sailing vessel for Puget Sound, and, after a trip of eleven days, landed at Port Madison, whence upon a little steamer, they crossed to Seattle, where they arrived in February, 1870, the city then having about 2,000 inhabitants. Leaving his wife at the hotel, Mr. Reeves started out to see the town, finding little but "Indians, trees, and water." He wished to

leave the country, but his wife didn't care to return by sailing vessel, and learning of the fine farming land on Snohomish river bottoms, Mr. Reeves went there and entered a claim; upon which he subsequently proved up. A flood during the first year drowned his cattle and destroyed improvements; still he persisted and remained until 1870, when, with his family, he went East and passed one year. Returning to the territory in 1877 the farm seemed too quiet and he located in Seattle. There he formed the acquaintance of Angus Mackintosh, and shortly after Mr. Reeves purchased one-half interest in his abstract business, his being at that time the only abstract books in King county. During the first five years not a dollar was taken out of the business, but by the increase of funds a loaning business was commenced and the private banking house of Mackintosh & Reeves was established. The business increased so rapidly that in 1881 they sold the abstract books, and in 1883 incorporated the Merchants' National Bank, since which time Mr. Reeves has continued as stockholder and director. He then retired from active business and has since been engaged in loaning his money and attending to his private interests.

Mr. and Mrs. Reeves have three children: William H., Jr., Minnie H. and Jessie M. The children are all being educated at Stanford University in California. Mr. Reeves is a member of no fraternal societies or political coteries, but, being very happy in his domestic ties, is devoting his life to the maintenance and happiness of his dear ones. He is a man of genial disposition, keen foresight and good judgment; is a kind friend, beloved by his family and respected by all who know him.

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GEORGE H. HEILBRON, manager of The Guarantee Loan and Trust Company, of Seattle, was born in Boston, Massachusetts, November 3, 1860. His father, Abram Heilbron, was a native of Paramaribo, Dutch Guiana, but emigrated to the United States in early manhood, and locating in Boston engaged in the manufacture of jewelry. He was subsequently married to Miss Susan Clark, of Massachusetts, and after continuing his business for a number of years, retired

from active life, though he still lives in the city of his adoption. The preliminary education of our subject was secured at Dwight's grammar school, Boston, and Roxbury Latin school. In the fall of 1879 he entered Harvard College and graduated thereat with high honors in the class of 1883. He then entered Boston University law school and graduated at that institution in 1886 with special distinction. During his term at the law school he was connected with the editorial staff of the Boston Globe. In the fall of 1886 he was admitted to the bar of Suffolk county, Massachusetts, and soon after entered the law office of Swasey & Swasey, to secure practical experience, but after a short time he decided to locate on the Pacific coast, and in April, 1887, arrived in Seattle, and commenced practice of his profession in the office of Burke & Haller. Three months later he assisted in the organization of the Guarantee Loan and Trust Company, which was incorporated in July, 1887. He accepted the position of secretary, and in 1889 was made manager, which position he still holds. This company was incorporated with a capital stock of \$50,000, which was increased to \$200,000 in 1889, and which is now fully paid up. They transact a general banking business with a savings bank department. The accumulations up to October 31, 1892, show a surplus of \$20,000, with \$17,367.94 undivided profits and a deposit of \$312,146.09.

Mr. Heilbron is also a director of Washington Territory Investment Company, King County Investment Company, and of the company operating the Madison and Front Street Cable railroad system. He is treasurer of the American District Telegraph of Seattle, and Secretary and Treasurer of the Seattle Theater Company, he being one of the three enterprising gentlemen who built the Seattle Theater in the summer of 1892.

In politics he is Republican. In 1890 he was appointed a member of the board of public works under the new charter, the position at that time being one of the most important and responsible under the city government. His appointment was indorsed by the people irrespective of party lines, while with equal unanimity the press of the city commended his selection. He has also served two years on the school board and for two years was chairman of the Republican city and county committees. Mr. Heilbron was married in January, 1886, to Miss Adelaide E. Piper, of Boston, Massachusetts.

Two children have blessed this union: George H., Jr., and Adelaide. Socially Mr. Heilbron affiliates with the I. O. O. F. and is Regent of Rainier Council, Royal Arcanum.

In the business circles of Seattle Mr. Heilbron holds a position of power and influence which he has deservedly earned. Thoroughly progressive in his ideas, but still conservative and prudent, he is an excellent type of that young manhood which in the past has done so much for Seattle and upon which the future prosperity of the city must largely depend.



HENRY VAN ASSELT, the only living representative of the first settlers of King county, was born in Holland, April 11, 1817, his ancestry having for generations lived in that country, engaged in agricultural pursuits. Our subject was upon the farm, became an expert and licensed hunter, and was educated in the schools of the locality. At the age of nineteen years he became subject to military duty and was drafted into the army, joining the Second Battalion of Yagers, and being placed upon the frontier between Holland and Belgium. He was engaged in this service a little over three years, until peace was consummated between the two countries. He then followed hunting for the nobility and farming with his parents up to 1847, when he learned of America and its greater opportunities, and sailed for this country upon the bark Suelhyd, from Amsterdam, and after a passage of forty-nine days landed in New York, July 17, 1847. He then went to New Jersey and worked nine months for \$35,—those were days of "tariff for revenue only,"—then proceeded from Albany by canal to Buffalo, and thence by lakes and river to St. Louis, where he worked five months; then to Bloomington, Iowa, in which vicinity he remained until the spring of 1850, when he made one of a party of eight to cross the plains to California, paying \$100 for his food and transportation. At the fork of California and Oregon roads, they decided to go to Oregon, and duly arrived at Oregon City September 21. The trip was one of great pleasure to Mr. Van Asselt, as opportunity was given for hunting, in which he was very successful. Near Oregon City he hired with a farmer for two months at

\$75 per month, then began making shingles, which occupation he followed up to February, 1851, when he joined a small company and went to the gold mines of northern California. Much time was spent prospecting and about five and one-half weeks in mining, when the water gave out and they divided their accumulation, which rendered \$1,000 to each member of the party. Flour was selling at \$1 per pound, bacon \$1.25, and other things in proportion, and he decided to return to the Willamette valley. On the way the party fell in with L. M. Collins, who had a claim on the Nesqually river, Washington Territory, and learning of the fine fishing and hunting in that section our subject was easily induced to accompany him. They celebrated July 4, 1851, at Oregon City, then proceeded, by Tualatin plains, to St. Helen. While crossing the river from that point Mr. Van Asselt accidentally shot himself in the shoulder and was obliged to return to St. Helen for treatment, and there remained thirty days, then joined his friends on the Nesqually. While boarding with Collins he carefully explored the country in every direction for a place of settlement, but not being satisfied, he decided to return to the Willamette valley, and his friends would accompany him. This did not suit Collins: so he spoke of fine farming land forty miles down the Sound, where the Indians were so numerous that the whites were afraid to settle. Van Asselt and Samuel and Jacob Maples then agreed to go with him, and on September 12, 1851, they started upon their journey in a small canoe, and, two days later, entered the mouth of the Duwamish river, up which they journeyed to the junction of the White and Black rivers. The country seeming to suit, they all located claims and a portion of the one taken by Mr. Van Asselt still remains in his possession. At this time, the site now occupied by Seattle was inhabited solely by Indians, and there was not a white settler within the boundaries of what is now King county. Returning to the Nesqually, Mr. Collins sold his claim, and with a scow purchased at Olympia the combined party moved their animals and effects to the new locality—where they built log cabins—and with the demand for squared timber and piling from the San Francisco market, they engaged in supplying ships and in exchange secured the necessities of life. The locations already made were soon followed by the settlement of the Dennys

and Terrys at Alki point, and later by Mr. Yesler, who erected a sawmill, thus affording occupation for the settlers in procuring logs for the mill. In exchange they secured lumber for building purposes. The hardships and privations were many, while the settlers were constantly exposed to the treachery of the Indians who surrounded them. Mr. Van Asselt being an expert hunter and also carrying his arm in a sling much of the time, aroused the curiosity of the Indians, and they wished to feel the wound and the shot under the flesh, and being filled with superstition they believed that when a man was shot and carried the lead in his body he could not be killed by shooting. This no doubt saved him from many assaults, although his life was threatened. His correct aim and deadly fire seemed to them supernatural and they became afraid of him and called him "Sueway"—devil. In September, 1855, the Indian war broke out by several massacres on White river, and the remaining settlers fled to the block houses at Seattle. Throughout the war Mr. Van Asselt rendered valuable service in protecting the settlers, and in 1857 engaged in carpentering and cabinet work, subsequently returning to his farm to find buildings and fences destroyed and everything to be rebuilt.

He was married in December, 1862, to Jane, daughter of Jacob Maples. This union was blessed by four children: Mary A., deceased; Jacob H., Hattie J., wife of Rev. W. O. Banadom, and Ella Nettie.

In 1883 Mr. Van Asselt removed to Hood river, Oregon, and farmed for six years, then returned to Seattle, where he has since resided, retired from active business. He has always been a supporter of Republican principles and quite active in the campaigns. In addition to being a pioneer and State builder he is a man of strict integrity and unsullied reputation.



DA. SPENCER, secretary and manager of the Home Fire Insurance Company of Seattle, was born in Watertown, Connecticut, in 1840. His parents, George C. and Eliza (Partre) Spencer, were natives of the same State, descended from Puritan stock, of English and French Huguenot ancestry. George C. followed a varied occupation in Connecticut and subsequently moved to Newburg, New

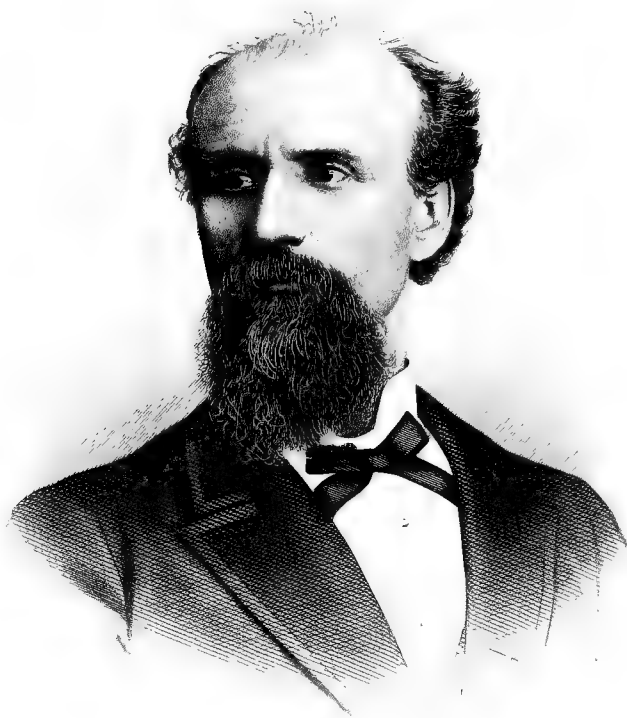
York, where he engaged extensively in the manufacture of soap. His son, the subject of this sketch, attended the common schools and then entered Williston Seminary in Massachusetts, where he completed his education. He then joined his father at Newburg and was engaged in the factory up to 1860, when he went to China and for four years was employed in the commission houses of Bull, Purdon & Co. of Hong Kong and H. Fogg & Co. of Shanghai. In 1864 Mr. Spencer returned to the United States and began the study of law with his uncle, Judge John Pitcher, of Mt. Vernon, Indiana, a lawyer of prominence, who died in 1892, aged ninety-eight years, and being the last living member of the first Indiana Legislature. Mr. Spencer was admitted to the bar at Mt. Vernon, in 1865, when by reason of the illness of his mother, he returned home and at his father's urgent request joined him in the manufacturing business. In 1868 the factory was sold and our subject engaged in the life insurance business in New York and Pennsylvania. This occupation he followed two years, then accompanied his father to Atlanta, Georgia, and engaged in manufacturing. On account of the unsettled conditions existing in the South the business was not a success, and Mr. Spencer entered the Government service in the office of the United States Marshal at Atlanta, and as cashier and Chief Deputy remained until 1877, when he was appointed United States Treasury Agent, and served in that capacity until January 1, 1880. He then resigned and settled in Keokuk, Iowa, and was there appointed Deputy County Treasurer, and held the office until 1884, when he removed to San Francisco, and, in January, 1885, went into the office of the Pacific Insurance Union. In February, 1887, he became special agent and adjuster for the Oakland Home Insurance Company, which position he resigned in October, 1889, to accept the secretaryship and general management of the Home Fire Insurance Company of Seattle. This company was established in 1888 by the leading bankers and business men of the city, with a subscribed capital of \$100,000, only ten per cent. of which was paid up. When the great fire of 1889 swept through the city of Seattle, like many another local company, the Home had a large amount of insurance in that portion of the city which burned and the loss to the company amounted to \$85,000. In spite of the fact that

almost every stockholder was an individual loser, the money was at once put up and the losses paid as promptly as those of any other company doing business in the city. The stockholders immediately voted \$150,000 additional stock, which with the exception of small amounts was taken by the original holders; and there has been comparatively little change in the company to this date. When Mr. Spencer assumed the management the company was doing very little business, but his experience added a new impetus, and the company is now classed among the first of the State.

Mr. Spencer was married at Newburg, New York, in 1868, to Miss Ida J. Rayner, a native of New York city. They have two children, Mary and Edward A. Mr. Spencer is a devotee of his profession, and, being endowed with keen foresight and good judgment, is eminently fitted for the position to which he was so honorably called.



GEORGE H. FORTSON, City Attorney of Seattle, was born in Elberton, Georgia, October 19, 1860. His parents, George G. and Louisa S. (Wall) Fortson, were natives of the same State, their ancestors having settled in the State prior to the war of the Revolution. George G. Fortson was a planter by occupation upon an extensive scale, owning and operating about 2,500 acres of land. The subject of this sketch was reared upon the farm and educated in the schools of the locality. He followed agricultural pursuits up to January, 1882, when he completed his law studies at Washington, Georgia, under the preceptorship of Hon. William M. Reese, ex-Superior Judge and one of the most prominent attorneys of the State. In September following Mr. Fortson was admitted to the bar, before the superior court of Georgia. He entered at once into practice and formed the co-partnership of Colley & Fortson, which continued about two years. In November, 1885, he went to Palatka, Florida, and engaged in practice, and also invested in fruit lands, but during the winter following, the orange trees were nearly destroyed by frost, and the loss of fruit was followed by a year of terrible depression, which brought financial disaster upon Mr. Fortson and he left the country in the fall of 1886 with barely enough money



G. A. Hill

to reach the Pacific coast. Landing at Olympia, he then visited Tacoma and Seattle, financially stranded and without a friend in the Territory. It was not a question of practicing law with him then, but one of sustaining life, and he accepted the first job which offered, which was as a common laborer in the Port Blakely sawmill. After about three months he returned to Seattle and secured employment at clerical work in an abstract office, and was thus employed until January, 1889, when he entered the United States Land Office, where he remained until the time of the disastrous fire of June, 1889. He then decided to take his chances with the other lawyers, all being without libraries, and he once more engaged in the practice of his profession. He opened an office and, shortly after, the firm of Crockett, Brown & Fortson was formed and continued about one year. In the summer of 1891 the co-partnership of Fortson & McElroy was formed, and, they conducted a profitable business up to June, 1892, when it was dissolved and Mr. Fortson entered upon the discharge of the duties of City Attorney.

He is a member of the Seattle Bar Association, the K. of P. and of Company B, First Regiment National Guard of Washington, which last he joined in 1889, and in which by successive promotion he has attained to the rank of Second Lieutenant. By honesty, integrity, perseverance and studious habits, Mr. Fortson has steadily ascended the scale of success until he has made for himself a position and a name among the professional men of the city of Seattle.



GEORGE A. HILL was born near Nashville, Tennessee, in 1842. His father, Reuben C. Hill, a physician and active Baptist clergyman, married Margaret Lair of Kentucky. They moved to Missouri in 1849, and after making his family comfortable in their new home upon a farm, in 1850, Dr. Hill crossed the plains to California, leaving his older children to look after their mother and the farm. In 1852 Dr. Hill returned to his family and in 1853 crossed the plains with them to Oregon and located in Benton county, subsequently removing to Albany, where he actively followed his profession. In politics he was an old-line Whig, and an earnest worker in the

State, serving several terms in the Legislature. George A. spent his boyhood upon the farm, improving the educational facilities which the county and the city of Albany afforded. At the age of nineteen he began teaching school in Albany, but after one year started for the Boise mines in Idaho and then passed three years in placer mining, prospecting and packing, and encountering the varied experiences of success, danger and adversity which mark the history of the average miner. Returning to Albany he then engaged in the drug business with his father and began reading medicine. Being an apt student, he soon became an able chemist and successfully conducted the business for six years, serving two years of that time as a member of the city council. In 1874 he retired from the drug business to accept the office of Clerk of Linn county, in which capacity he served the term of two years. In the meanwhile he pursued the study of law during his hours of leisure, and under the combined strain his health became impaired and he went to eastern Oregon for change of climate and there engaged in the health-giving exercise of stock farming. This he continued about three years when loss of crops and Indian depredations drove him from the country, substantially without financial resources. In the fall of 1880 he came to Seattle, where he permanently located. In 1882 Mr. Hill was admitted to the bar and engaged in active practice, subsequently forming a copartnership with Harold Preston, which association continued until 1884, when Mr. Hill was elected Police Magistrate, a position to which he was re-elected in 1886, serving throughout both terms. He has since been engaged in the practice of law, giving particular attention to land practice. He has dealt quite largely in real estate, in which line of operations he has displayed good judgment, keen foresight and has acquired a modest competency.

Mr. Hill was married at Albany, in 1870, to Miss Julia A., only daughter of Jeremiah Driggs, an Oregon pioneer of 1847. Three children have been the issue of this union, two of whom survive: Victor L. W. and Donald V. S.

Socially, Mr. Hill affiliates with the F. & A. M., Royal Arch degree, also the I. O. O. F., I. O. R. M. and A. O. U. W. He speaks with pride of his connection with the volunteer fire department. Having served in Albany from 1872 up to the time of his leaving that city, he became identified with similar work in Seattle,

He was one of the organizers of Company No. 4, and an active member until the service was changed to a paid department. He also served as President of the Board of Fire Commissioners. While the management of his private affairs consumes much of his time, Mr. Hill is ever ready with encouragement and financial support in aiding such enterprises as tend toward the development of Seattle. He is a man of pleasing addresses, genial and kindly instincts, and possesses many warm friends, while his honesty and integrity command the respect of all who know him.



CHARLES MINOT SHEAFE.—One of the representative business men of Seattle, was born in Durham, New Hampshire, January 13, 1843. His parents, James S. and Eunice (Dodge), Sheafe, were natives of the same State, where their ancestors settled at a time in the early history of New England. James S. Sheafe was connected with railroad work as early as 1843, as employee of the Boston & Maine Railroad. In 1849 he located at Waverly, New York, as agent of the New York & Erie Railroad, and in 1865 removed to Elmira, New York, as agent of the Lehigh Valley railroad, and there continued up to his death in 1891, after having devoted upwards of fifty years to railroad work.

Charles M. was educated in the public schools of New York State and at the academy at Durham, New Hampshire. At the age of fourteen years he began his career in railroad work as messenger boy at Hornellsville, where his father was then located. In 1859 he became car clerk at Susquehanna, and shortly after secured a position as fireman on a locomotive running from Susquehanna to Hornellsville. After two years' experience he was made engineer and continued in that capacity for three years. He then spent one year in Colorado in mining enterprises, after which he returned to railroad work as brakeman on the Chicago & Northwestern from Boone westward. After about six weeks he was made conductor and continued in that position about three years. He was then employed as engineer on the Southern Pacific from Junction City, Kansas, south, during construction. One year later the road was reorganized as the Missouri, Kansas & Texas, and Mr.

Sheafe served as conductor two years, as division superintendent four years, and as superintendent of transportation, with duties pertaining to the office of general superintendent up to August, 1881, when Jay Gould took possession of the road and the old employees were permitted to resign.

On January 1, 1882, Mr. Sheafe went to New Orleans as General Superintendent of the Chicago, St. Louis and New Orleans Railroad, and discharged the duties of that office up to August, 1886, when he resigned and removed to Seattle, which city he had visited during the summer of 1885. That visit resulted in his being connected as trustee and manager with the organization of the Puget Sound Construction Company, which was incorporated with a capital of \$500,000, for the purpose of building the first forty miles of the Seattle, Lake Shore & Eastern Railroad. Mr. Sheafe was also one of the promoters of the Bellingham Railway and Navigation Company, and has encouraged by advice and financial support many of the enterprises of development in and about the city of Seattle. In 1887 he engaged actively in the real-estate business in buying and selling outside property and improving the same for sale and investment.

He was married at Jefferson, Iowa, in 1868, to Miss Anna Jones, a native of Illinois. Six children have been born of this union: Lois, now Mrs. Howard Joslyn; Harry J., Charles M., James S., Ralph J. and Ruth.

Socially Mr. Sheafe affiliates with the Knights Templar, F. & A. M. He was among the first members of the Chamber of Commerce of Seattle, and served as Trustee for two years, and is a man of recognized ability and sound judgment, particularly as applied to the interior development of a growing city.



CHARLES D. EMERY, United States Commissioner at Seattle, and for many years one of the representative members of the legal profession of that city, was born in Wellsborough, Pennsylvania, May 17, 1833. His father, Josiah Emery, was a native of Concord, New Hampshire, descended from John Emery, who landed in Boston, from England, on June 3, 1635. The mother of our subject was Miss Julia Beecher, daughter of Hon. John Beecher of Connecticut, a family distinguished

in literature and the church, for its able writings and profound expositions of divine truths. Josiah Emery was educated at Dartmouth and Union Colleges, graduating in 1828. He then went to Pennsylvania and read law, and was admitted to the bar in 1831. He immediately engaged in a general practice which he continued up to 1871 when he retired and spent the closing years of his life at Williamsport Pennsylvania.

Charles D. Emery was educated at Wellsborough Academy and at the United States Military Academy at West Point. He then returned to Williamsport and to civil life, and was admitted to the bar in December, 1853. He at once engaged in a general practice in Williamsport, and continued this until 1872, within that time performing efficient service as District Attorney for his county, for a period of three years. In 1872, he came to Seattle and at once opened an office for the practice of law, the town then being composed of a little settlement of about 1,500 inhabitants. As a man of literary attainments and a judicial mind, he soon came to the front in his profession and enjoyed a very representative clientage up to 1887, when he retired from active practice upon his appointment, by the Supreme Court of the Territory, to the position of United States Commissioner, which appointment was extended by the United States Circuit Court, after the Territory was admitted to Statehood in 1889. Since his appointment to the above office the Judge practices only in the United States Courts.

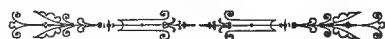
He was married in Philadelphia in 1858, to Miss Lavinia D. Evans, native of Pennsylvania. To this union have been given four children: Rae, widow of Judge Henry E. Hathaway, deceased; Mary, wife of James D. Lowman, of Seattle; David and Frances.

HON. JOHN H. LONG, a resident of Lewis county, Washington, since 1865, has been prominently identified with this part of the Northwest. It is therefore appropriate that some personal mention be made of him in this work, and the following facts have been gleaned for publication.

John H. Long was born in Columbus, Ohio, in 1845, and in that city the first fourteen years of his life were spent. Removing from Ohio to

Iowa, he lived in Henry county three years. In 1864 he went to Boise City, Idaho, and the following year came to Lewis county, Washington. On this long journey to the far West Mr. Long drove an ox team to pay for his board. He had good educational advantages in his youth, is a man of natural ability, and was soon recognized as a leader in the pioneer community in which he settled. In 1868 he was elected Assessor of Lewis county and two years later was elected County Treasurer. He was elected Representative in 1876, Territorial Councilman in 1880, and State Senator in 1889. In all of these official positions he performed his duty with the strictest fidelity and to the entire satisfaction of his constituents. In 1892 his name was prominently mentioned for Governor of the State.

Mr. Long has been twice married. His first wife's name was Deborah W. Hodgdon. She was born in Massachusetts in 1850, emigrated to Thurston county, Washington, in 1857, removed to Lewis county in 1867 and was married to Mr. Long in 1868, and died in El Paso, Texas, March 7, 1892. She left six children, as follows: Mrs. W. B. Alen, of Tacoma, and Charles E., Fred W., Stanley B., Josephine M. and Harry W. Mr. Long's second marriage occurred March 1, 1893, the lady of his choice being Henrietta Steward. She is a native of Indiana, has been a resident of Lewis county, Washington, since 1890.



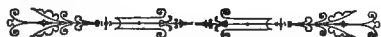
DR. JAMES SHANNON, president of the Board of Health, a medical practitioner in the city of Seattle, was born in Belleville, Ontario, Canada, June 6, 1861. His father, Daniel Shannon, of Ireland, emigrated to Canada in boyhood and was there reared and educated. He there married Miss Margaret Crawford. The early life of James Shannon was passed upon the farm and in prosecuting his studies at St. Catherines' Collegiate Institute and at the Ottawa Normal School. His education was acquired by personal effort in teaching school, which he begun at the age of sixteen years, thus enabling him to graduate from the normal school in 1881. He then continued his teaching by day and employed his evenings in the study of medicine under the preceptorship of Dr. Defoe, up to 1884, when he came to Seattle, and then entered

the medical department of the University of California and graduated therefrom in 1887. Being offered the position of house surgeon in the city and county hospital of San Francisco, he accepted the appointment and discharged the duties of the office for one year, when he returned to Seattle and engaged in the active practice of his profession. After spending one year in getting himself established and in building up a patronage, he sent for his brother, Dr. W. A. Shannon, a medical graduate of Trinity Medical School of Toronto, and with him organized the co-partnership of Shannon & Shannon, which has been continued in general practice and surgery.

With the reorganization of the city in 1890 under the new charter, provision was made for the Board of Health, and our subject was one of three physicians appointed by the mayor to perform the duties of that office, and during the present year is president of that body.

He was married in Seattle in 1891, to Miss Monica Crowkall, of Berlin, Ontario, and the issue of this union has been one son, Charles.

Socially, Dr. Shannon affiliates with the Independent Order of Foresters, the Young Men's Institute and the State and King County Medical societies. The Doctor has built a comfortable home on the corner of Rose and Madison streets, and is thoroughly identified with the substantial growth and development of his adopted city.

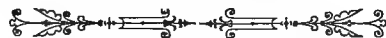


CHARLES H. BAKER, of Seattle, was born in Chicago, Illinois, November 30, 1864. His father, William T. Baker, is a native of Winfield, New York, and was educated in the schools of the county, and received his first business training while clerk in a country store. He located in Chicago about 1860 as clerk in a grain commission house, subsequently becoming a partner of the firm of Knight, Baker & Co., and later W.T. Baker & Co. The firm are widely known for their extensive operations in grain, and for developing the possibility of shipping grain direct from Chicago to Liverpool, they being the first to load vessels at Chicago, and, via the St. Lawrence river, to reach the sea without reloading. Mr. Baker retired from business in 1891 to accept the position of President of the World's

Columbian Exposition Association, to which office he was re-elected in April, 1892, but resigned in October following, owing to ill health.

Charles H. received his preparatory education in the schools of Chicago, and graduated as a civil engineer from Cornell University in 1886. He then went to Dakota and was employed with a surveying party on the Chicago & Northwestern Railroad up to January, 1887, when he came to Seattle and engaged as draughtsman in the office of the Seattle, Lake Shore & Eastern Railroad. In 1888 he was appointed Division Engineer in charge of maintenance of way and so continued up to May, 1889, when he resigned and engaged in general engineering and contract work. In September, 1889, he organized the firm of Baker, Balch & Co., and followed surveying and electric engineering for one year, then withdrew and continued business as Charles H. Baker & Co., contracting engineers. In 1892 he secured the contract for the Spokane & Montrose Electric Railway, three miles in extent, which he built and equipped, and the same year laid ten miles of track (including switches) for the Rainier Power & Railway Company, the line extending from Yesler avenue to Ravenna park. He also constructed the power house and turned over the road in running order, fully equipped.

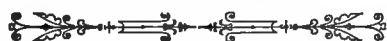
Mr. Baker was married at Rome, New York, in June, 1888, to Miss Gladys G. France, a native of Illinois. Two children have blessed the union: William T., Jr., and Leslie B. T. The family reside at Brighton Beach, on Lake Washington, where Mr. Baker has improved a beautiful home called Enfield, which embraces nine acres, highly improved in garden lawns etc., with a water front of 700 feet.



JW. SPRIGGS, United States Commissioner of Washington, and resident of Seattle, was born in Noble county, Ohio, February 9, 1847. His parents, M. D. and Katherine (Pool) Spriggs, were natives of Pennsylvania, but after marriage located in Ohio and later in Illinois, Mr. Spriggs continuing an agricultural life. J. W. Spriggs was reared upon the farm and attended the common schools up to his seventeenth year, when he began teaching and thus paid his way while pursuing the higher branches of study at the high school

at Senecaville. He studied law with his brother, J. P. Spriggs, at Woodfield, and was admitted to the bar in the fall of 1869. He then removed to Clay city, Clay county, Illinois, as principal of the high school, filling that position for two years, when he located at Xenia, Illinois, engaged in the practice of law and was subsequently elected City Attorney. In 1875 he entered the ministry of the Christian Church, influenced by the spirit to proclaim the principles of divine truth as understood by that denomination, and in churches of Xenia, Pekin, Williamsville, Minier and Washington was engaged until the spring of 1882, when he was assigned to the church in Salem, Oregon, and was there located until 1885, when he again engaged in the practice of law, forming a copartnership under the firm name of Dawne, Richardson & Spriggs. Mr. Dawne was subsequently appointed United States District Judge of Alaska, and Mr. Richardson became City Attorney of Salem.

In 1888 Mr. Spriggs removed to Seattle and spent two years in the offices of County Auditor and United States Marshal. In 1889 he returned to his profession, and in 1890 was appointed United States Commissioner by the United States Circuit Court, and since has given his attention to the duties of that office, the references of the District Court and Admiralty proceedings occupying much of his time. He was married in Xenia, Illinois, in 1871, to Miss Kate Gibson, of Indiana. They have had six children, five of whom survive: Winifred, now Mrs. Irwin Watson, of Portland; Florence, Lotta, Edna and Ino.



WILLIAM D. WOODS, president of the Green Lake Electric Railway Company, and one of the enterprising developers of the suburbs of Seattle, was born in Marin county, California, December 1, 1858. His father, Guy M. Wood, was a native of Canada, but emigrated to California in 1853, by sailing vessel, around Cape Horn. He followed mining for a short time, then engaged in farming and stock-raising, subsequently marrying Miss Sarah J. Bell, of Canada, and continuing his interests in California until about 1890, when he removed to Seattle to be near his sons, including the subject of this sketch. William D. was

educated in the schools of Marin county and at Napa College, where he completed his academic course. He then engaged in teaching, which he followed about three years. In 1880 he went to San Francisco and entered the office of Columbus Bartlett, in the study of law, also attending lectures at the Hastings Law College, a department of the State University, and was admitted to the bar in 1882. Learning of the activity and enterprise of the inhabitants of Seattle, he then came direct to this city of the Sound and there entered upon the practice of his profession. Without a friend in the city, he made the acquaintance of J. T. Ronald, the present Mayor of Seattle; a copartnership was formed between them and continued about one year. After the firm dissolved, Mr. Wood pursued a general practice and also engaged in court reporting, having acquired short-hand while in San Francisco. In 1884 he was elected Probate Judge of King county, and served two years. He then formed a partnership with A. C. Bowman, and engaged in court reporting and stenographic work up to 1887, when he sold out and devoted his time to real-estate enterprises. Mr. Wood first engaged in the real-estate business in 1883, by investing his modest savings in suburban property and turning it as opportunity offered. Thus he continued in small operations up to 1887, when the increasing population and activity in real estate caused him to give his entire attention to that class of business. He also formed a copartnership with Eben S. Osborne in the abstract business, giving personal attention thereto until 1889, when he sold out to enter actively into real-estate speculations. Having purchased 600 acres in the vicinity of Green Lake, his entire attention was given to the developing of that suburb. Transportation being an essential feature, he became associated with Dr. E. C. Kilbourne, and organized the Green Lake Electric Railway to connect with the Consolidated Electric Line at Fremont. Mr. Wood was made president of the company, and four and a half miles of track were laid through the tract and nearly around the Green Lake. The line was then put into operation and the same year he platted Wood's Green Lake Park Addition, Wood's South Shore Addition, and Wood's South Division of Green Lake, adding in 1890, the Woodlawn Addition to Green Lake; and in 1892, the Green Lake Home Addition. To facilitate building and development, he organized in April, 1891, the Green Lake

Home Building & Guarantee Company, with a capital of \$300,000. Of this company he is president and manager. This company proposes to erect homes on the installment plan and negotiate all class of securities received in exchange.

Mr. Wood was married in Napa City, California, in 1883, to Miss Emma Wallingford, a daughter of Captain J. N. Wallingford, a native of Minnesota. Two children were born of this union, and both are now deceased.

In 1889, after Washington was admitted to Statehood, Mr. Wood was the nominee of the Republican party for State Senator, and was duly elected under the enabling act, thus serving but one year. He is now one of the Regents of the University of Washington. He is a member of the Plymouth Congregational Church, Superintendent of the Sunday-school, and takes an active interest in church work, as well as all that pertains to the development of Seattle, the "Queen City of the Northwest."



ALFRED A. PLUMMER, deceased.—This pioneer of the port of entry was born at Alfred, Maine, March 3, 1822. He was the son of John and Eliza Adams Plummer, of an old family of the Pine Tree State. In early life young Plummer removed to Boston and learned the saddlery and harness trade, thereby acquiring practical ideas, and the facile use of his hands, thus fitting himself for the varied work of the pioneer on our coast. In 1849 he left for the Pacific shores, coming with the argonauts who steered their way across the sea of grass and the deserts of the West,—one of those hardy, keen characters that find a world of resources within their own hearts and minds sufficient for any demand to be made upon a human being; and he most fully justified this confidence in his after career. At San Francisco he engaged for a time in the hotel business, but, feeling the drift of destiny still farther up the coast, boarded, in 1850, the brig Emory, Captain Balch, and arrived in the strait April 24. The present site of the port was then wholly uninhabited; but, seeing its great natural advantages as the first really practical landing at the entrance of the Sound waters, he laid there his donation claim, and with Charles Batchelder, became the first settler of the place.

His little clearing and log cabin on the hill long remained to tell the tale of his early labors and solitary exertions.

In 1853 his home ties were strengthened by his marriage to Miss Anna Hill, a most amiable and intelligent lady who bore to him a family of nine children: Laura A. (deceased), Alfred A., Enoch F., Mary E., Ida M., Alphonso (deceased), Frank, Annie Laura, and George,—all persons of marked and elevated character.

Mr. Plummer early engaged with Hastings & Pettygrove in merchandising, and during his long residence was one of the most upright and public-spirited citizens of the port. During the Indian war of 1856 he was Captain of the Port Townsend Guards, and never shirked a public duty. He was a member of the first Republican convention of Washington Territory.

He died May 19, 1883, and the following obituary notice shows the esteem in which he was held by the people of his community: "The people of this city were shocked and sorely grieved to learn of the sudden demise of its honored pioneer citizen. Mr. Plummer was the first white settler in Port Townsend, being followed soon after by Messrs. Pettygrove, Hastings, Clinger and others. His little clearing and log hut on the hill long remained to tell a tale of pioneer labor, and a venture into a wild country inhabited by savages. Here the best years of his years of his life were spent; here his entire family of sons and daughters were born and reared; here the wife of his bosom labored at his side in an honored and useful career; here he saw the fruits of patient effort crowned by a gratifying result—a prosperous town grown up from the small beginning started by his own efforts. Mr. Plummer was not an ostentatious man, but preferred to pursue that even tenor so often crowned with success. His friends and neighbors, who are legion, sincerely mourn his death, and realize that the place has sustained a serious loss."



ISRAEL KATZ, proprietor of the largest and general mercantile establishment in Port Townsend, was born in Germany, June 10, 1851. There he was reared, educated, and at an early age entered the store of his father and laid the foundation for his subsequent mercantile success. In 1866 he came to the United States, direct to San Francisco, and to the home

of his uncle, E. L. Goldstein, with whom he remained two years, attended the schools of the city and learned the English language. In 1868 he came to Port Townsend, where his brother, Solomon Q. Katz, was engaged in business with Sigmund Waterman, the firm name being Waterman & Katz. Our subject began clerking for this firm, and, in 1871, purchased an interest in the business. They then opened a branch store, on the south end of San Juan island, near the American Fort, and Israel Katz became manager of that department. In 1870 William Katz emigrated from Germany to Port Townsend, and entered the store of Waterman & Katz as clerk, continuing until 1881, when he purchased an interest upon the death of Solomon Q. Katz, August 7, of that year. The Port Townsend and San Juan stores were both continued. On the 7th of April, 1888, William Katz, brother of Israel Katz, and a partner in the business, was drowned in the bay of Port Townsend, while attempting to board a ship, and four months later, in August, the remaining partner, Sigmund Waterman, died in San Francisco, after an illness of several months. The entire business was then purchased by Israel Katz. In 1889 he closed out the store on San Juan island, the same not having proved as profitable after he was compelled to resign his personal management of the enterprise. The business at Port Townsend is being successfully continued by Mr. Katz, who is sole proprietor, although he still retains the original firm title of Waterman & Katz.

The firm have always transacted a very large business throughout the lower Sound country, carrying a general stock, embracing every article required for the farm, in the family, or in the shipping business, also dealing in general farm produce. In 1885 the present brick building was erected, on the corner of Water and Quincy streets, adjoining the old frame building, which was formerly occupied. The lot is 110 feet on Water street, and runs to deep water; the store building is 40 x 100 feet, three stories and basement, with three warehouses adjoining, all of which are filled with goods, in the several departments of trade. With a wharf to deep water, the establishment is most perfectly and conveniently located for water shipments, and the supplying of stores to deep sea vessels.

Mr. Katz was married in Wiesbaden, Germany, in 1887, to Miss Adele Maas. They

have three children: William, Edwin and Milton. The family reside on the corner of Tyler street and Leonard avenue, where Mr. Katz built his handsome residence in 1889. He also possesses other property interests in the city, besides large bodies of timber and farming lands throughout the State.

He is a stockholder and director of the First National Bank of Port Townsend; and is one of the representative business men of that fair city.



FREDERICK H. WHITWORTH was born at New Albany, Indiana, March 25, 1846, being the son of Rev. George F. Whitworth, D. D., of whose life and labors extended mention is made elsewhere in this volume. Frederick H. was brought by his parents to Olympia, Washington Territory, in 1853, and there he received his preliminary education. He then attended the Oakland College, at Oakland, California, and graduated at the University of California in 1871. Desiring to fit himself for the ministry, he then went East and entered Princeton Theological Seminary, but after one year his health became so impaired that he returned to Washington and engaged in teaching at the Territorial University at Seattle, which occupation he continued about eighteen months, when, because of a weakened constitution, he decided upon an out-of-door life. Forming a co-partnership with Philip G. Eastwick and T. B. Morris, he engaged in civil engineering. The firm of Eastwick, Morris & Co. made the first established survey of Seattle in 1876, which has continued as the foundation of all subsequent surveys. They were City Engineers for two years, and also conducted a general engineering business in the surveying of coal lands and in railroad work.

The firm dissolved in 1879, and Mr. Whitworth was continued as City Engineer for a number of years, and was County Surveyor from 1875 until 1883. As engineer he also assisted in opening the New Castle, Talbot and Renton coal mines, and in much preliminary work on the Seattle & Walla Walla Railroad as engineer. He was one of the organizers of the Seattle, Lake Shore & Eastern Railroad, made the preliminary survey and was engineer of construction. In 1888 he became engineer and

manager of the Seattle Coal and Iron Company, and opened the mines at Gilman, and continued in charge up to 1889, when he retired from engineering work to engage actively in the real-estate business, in the buying, platting and sale of large tracts, among which are numbered the Canal addition, Fern addition and Cloverdale. After forming a co-partnership, Gould & Whitworth opened up the addition of 160 acres known as River Park. To develop this property they organized the Alliance Loan and Trust Company, of which Mr. Whitworth is vice-president. The company is improving and building in River Park, thus assisting purchasers to procure homes.

Mr. Whitworth was married in Seattle in 1881, to Miss Ada J. Storey, of Maine. One child, Frederick H., Jr., has blessed this union.



GEORGE DONWORTH, Corporation Counsel of the city of Seattle, was born in Washington county, Maine, in November, 1861. His father, P. E. Donworth, was a native of Ireland, emigrating to the United States about 1833 and locating in Maine, where he became identified with the lumbering interests as a manufacturer and also engaged in the mercantile business. He was married in Eastport, to Miss Mary E. Baker, a native of that city, descended from Puritan stock.

George Donworth was educated in the common schools of Maine and at Georgetown College, District of Columbia, where he graduated in 1881. Returning to Houlton, Maine, he engaged in the study of law, and was admitted to the bar in 1883. He then engaged in active practice at Fort Fairfield, Maine, and there remained up to January, 1888, when he decided to improve the greater opportunities offered by a new country, and accordingly removed to Seattle, arriving in the strange city without friends or influence, but with an active mind and a thorough knowledge of his profession. He at once identified himself with the interests of the town and opened an office for the practice of his profession. In September, 1889, he formed a co-partnership with George H. Preston and R. B. Albertson, constituting the firm of Preston, Albertson & Donworth, which has arisen to prominence among the law firms of the city.

The legal acumen of Mr. Donworth was recognized and brought into prominence in May, 1890, when he was chosen by the people of Seattle as one of fifteen to constitute the charter commission, empowered to draft a new charter for the city, to be submitted to the people for adoption. The charter drafted was accepted and approved by the vote of the people at the election in October following. In March, 1892, Mr. Donworth was elected Corporation Counsel by the Democratic party, for a term of two years, and is now engaged in discharging the duties of that office.

He was married in Houlton, Maine, in August, 1889, to Miss Emma L. Tenny. They have one child, Charles Tenny. Mr. Donworth has recently erected a handsome home on Bradley street, Queen Ann Hill, and by investment in real estate and active interest in wise and judicious management has identified himself closely with the development of the city which he predicts will become the great commercial center of the Northwest.



WILLIAM H. WHITE, one of the leading attorneys of the Seattle bar, was born in Wellsburg, Brooke county, West Virginia, May 28, 1842, and was the eldest son of Thompson and Sarah (Fulton) White, natives of Pennsylvania and descendants of pioneer settlers of that State. Thompson White was a miller by trade and occupation, owning and operating both flour and saw mills at Wellsburg, where he passed his life. He was a Whig in early life, but with the breaking out of the war he became a Unionist and a stanch Republican, though being of a retiring disposition he never was very active in political life.

William H. received his early instruction from the private schools of the State, and then entered Vermillion Institute at Hagersville, Ohio, and was there engaged when the war broke out. In May, 1862, he enlisted at Ashland, in Company B, One Hundred and Second Regiment Ohio Volunteer Infantry, but after three months in the field was promoted as First Sergeant. Their service was in the Army of the Cumberland, under Generals Buell, Rosecrans and Thomas. After passing through a number of battles, Mr. White was seriously

wounded at Athens, Alabama, in the fall of 1864, and was discharged at the close of the war.

Returning to his home in Wellsburg, he entered upon the study of law in the office of Hon. Joseph H. Pendleton, an eminent lawyer of West Virginia, and was admitted to the bar before the Supreme Court of West Virginia in 1868. Shortly afterward he was elected Probate Judge of Brooke county, on the Democratic ticket, and re-elected to the same office in 1870, which he resigned in 1871, after deciding to remove to the Territory of Washington.

He arrived in Seattle in 1871, without an acquaintance in the Northwest. The population of Seattle then numbered about 1,200, the leading practitioners of law being Hon. John J. McGilvra, James McNaught and Colonel Charles H. Larrabee. Soon after arrival Mr. White entered into co-partnership with Colonel Larrabee, which association continued up to 1873, when, with the failure of Jay Cooke and the general stagnation of business, Mr. White decided to go to Pittsburg, Pennsylvania. He soon became dissatisfied with the East, and in 1874 returned to Seattle and resumed his partnership interest with Colonel Larrabee, which continued until 1877, when the Colonel withdrew to go to California. Mr. White then continued alone up to 1881, when a co-partnership was formed with his present associate, Charles F. Munday. This partnership has continued without change, and to-day the law firm of White & Munday is recognized as the oldest legal firm in the State. In 1876 Mr. White was elected by the Democratic party as Prosecuting Attorney for the Third Judicial District, which then embraced the counties of Pierce, King, Snohomish, Skagit, Whatcom, Island, San Juan, Jefferson, Clallam and Kitsap. Under his administration the only white person legally executed in the Territory west of the Cascade mountains, up to the admission to Statehood, was convicted and sentenced in King county.

In 1878 Mr. White was elected a member of the Legislative Assembly of the Territory, and served as Chairman of the Judiciary Committee. In 1884 he was sent by the citizens of Seattle to Washington, District of Columbia, to urge upon Congress the forfeiture of the unearned land grant of the Northern Pacific Railroad Company, and argued the case before the Committee on Public Lands, both of the Senate and House of Representatives. The effect of the

movement was to hurry forward the construction of the Cascade branch of the Northern Pacific Railroad.

In 1884 the nomination of Mr. White by the Democratic convention as Delegate to Congress was strongly urged by the people of western Washington, and he was defeated by only a few votes. In July, 1885, he was appointed United States Attorney by President Cleveland, and remained in that office until the admission of the Territory to Statehood, in November, 1889. During the anti-Chinese riot in February, 1886, Mr. White took an active part in the defense of the city and the conviction of the instigators of the uprising. He also prosecuted offenders for similar offenses at Olympia, and succeeded in convicting six individuals and sending them to the penitentiary, which had a salutary effect upon the final solution of the question. Mr. White has always taken a decisive stand on the school question and has advocated progression in buildings and facilities to elevate the standard of the public schools. The firm have been attorneys for the Board of Education of the city for a number of years, besides representing a number of corporations and conducting a large general practice.

Mr. White has not neglected his opportunities for investment. He owns, near Redmond, a valuable farm of 320 acres, which is being highly improved, and also a handsome cottage home on the corner of Stevens and Mina streets, bordering on Lake Washington, where he resides. Mr. White is not married. Socially, he is Past Grand Master of St. John's Lodge, No. 9, F. & A. M., and Past Commander of Stevens Post, G. A. R.



HON. CHARLES EISENBEIS.—To no one man is greater credit due for the development of Port Townsend than to the subject of this sketch, who came to the town site in poverty, and by persevering industry accumulated small savings which he invested in real estate and which by careful and judicious manipulation have evolved into a handsome fortune. Mr. Eisenbeis was born in July, 1832, in Prussia, where his ancestry had long been resident. Of his father he learned the trade of a baker, and was prepared upon his arrival in the United States in 1856, to earn

thereby an independent livelihood. In company with his brother he began operations at Rochester, New York. In 1858, via the Panama route, he came to San Francisco, thence to Port Townsend, arriving February 24th of the same year. Without financial means he there began work for wages, which were carefully saved, and a few months later he opened a small shop and prepared for market the first bakers' goods manufactured in the town, the same consisting chiefly of crackers and ship bread. With him was associated as partner Mr. J. F. Bloomburg, now a stock-broker of San Francisco. The site of the store was the same as that now occupied by his fine building at 314-316 Water street. Two years later he removed to Steilacoom, and after a successful engagement of five years in the same business he returned to Port Townsend and purchased the site of his first enterprise and there continued the bakery, grocery and provision business up to January, 1891. Upon that site, in 1873, he erected the first stone building in the town, the original structure being one story $27\frac{1}{2} \times 70$ feet, to which he subsequently added, making the present fine building.

With the accumulation of means the improvement of real estate has been the policy of Mr. Eisenbeis' life. In 1878 he erected a frame building, corner of Water and Tyler streets, which for twelve years was occupied by the Government officers as a custom house. In improving the water front, associated with Hon. Joseph A. Kuhn, he erected 1,320 feet of sea wall between Taylor and Van Buren streets, which improvement added materially to the appearance of the town, and reclaimed valuable property for business purposes. In 1884 he erected a two-story stone building, corner Quincy and Water streets; in 1890, the Mt. Baker block, corner Water and Taylor streets, one of the most imposing business blocks in the city, and besides these has erected numerous smaller buildings in various parts of the city, for business and residence purposes. In 1889 he started a brick-yard, thus supplying the town with building material. He was connected with building the Tyler street wharf, Union wharf, Commercial and Harrison street docks, and the wharf in the Eisenbeis addition. He has been interested in the organization and management of the Port Townsend lumber mill, the Port Townsend Southern Railroad, First National Bank, Merchants Bank and Port Town-

send Steel Wire and Nail Company. He organized the Eisenbeis syndicate, which purchased 800 acres of land east of the city, which they have cleared and platted, and erected thereon the elegant Eisenbeis Hotel. After spending years in developing the city, through these various channels, in 1892, Mr. Eisenbeis began the erection of a spacious and elegant home, in the Eisenbeis addition, the same being of brick and stone, three stories high, slate roof, and all modern improvements. To this magnificent home he can retire after a busy life and enjoy the comforts which art and science have produced, in marked contrast to his pioneer surroundings of thirty-five years ago. He has served the city three terms as Mayor, being the first to hold that office, and served as City Treasurer and two terms as a member of the Board of Health.

He was married in San Francisco in 1865, to Miss Elizabeth Berghauser, a native of Prussia. She died in 1880, leaving four children: Sophia, Charles, Jr., Frederick W. and Louisa H. In 1882 he was married, at Port Townsend, to Miss Kate E. Marsh, a native of England. They have four children: Lillian, Otto, Hilda and Josephine.

Thus briefly have we recounted the experiences of one of Port Townsend's representative citizens, one who, through frugality, perseverance and close attention to business, overcame the obstacle of poverty and built for himself a substantial fortune and an honored name.



HON. ANDREW WASSON, President of the Commercial Bank of Port Townsend, and one of the representative citizens of that city, was born in Schenectady, New York, December 25, 1839, son of James T. and Ann (Coombs) Wasson, of Scotch English ancestry and natives of the same city. Up to his fourteenth year young Wasson attended the public schools of Schenectady; then, being ambitious for adventure, he went to the East Indies and in 1855 rounding the Horn for San Francisco, where he arrived on March 4, of that year. Imagining that the source of great wealth lay in mining, he then visited the mines of Camptonville, Shaw's Flat, and Table mountain, and from one year's experience realized about \$8,000. He then invested in a standing

crop of grain and potatoes in the Pajan valley, Monterey county, and lost nearly all of his laboriously earned savings. In the fall of 1857 he was appointed Deputy Sheriff of Monterey county and served two years, and rendered heroic and valuable assistance in capturing a desperado who was tried, and sentenced and who was the first man hanged by law in Monterey county. In 1859 Mr. Wasson engaged in the stock business and in 1861 was appointed lighthouse-keeper at Point Pinos, one of the first appointments made by President Lincoln on the Pacific coast. Our subject held that office for ten years, then resigned and was elected Sheriff and Tax Collector of Monterey county and served two years. At this time Vasquez and his notorious gang of desperadoes were terrorizing southern California, and Mr. Wasson, with a carefully selected corps of deputies tracked and pursued Vasquez's gang for fourteen consecutive days, capturing Moreno and breaking up the organization. For this heroic service, the State of California, by special act of Legislature, awarded him \$3,600, and the county of Monterey \$2,600. Completing his term of service he then purchased 1,000 acres of land in the Salinas valley and followed farming for about two years. During the session of 1879-'80-'81 he was Sergeant-at-Arms of the California State Senate. He then engaged in mining speculations in Mexico, where he operated very successfully for about five years. In 1887 he came to southern Oregon, bought 2,266 acres of land and planted 10,000 prune trees, then one of the largest orchards in the State. He subsequently sold this property, and in 1888 came to Port Townsend, deeming the same an excellent locality for profitable investment.

Mr. Wasson was Representative from Jefferson county in the State Legislature of 1891, serving on many important committees, and introducing the so called "Wasson bill" for regulating tariffs on railroads in the State, which was voted by Acting Governor Laughton.

On September 19, 1891, Mr. Wasson was appointed by President Harrison, Collector of Customs for the Puget Sound District, which embraces eleven sub-ports along the coast and British line. This is one of the most important customs districts of the country as regards the enforcement of the Chinese restriction act, and by reason of the facilities for the evasion of the revenue afforded by the natural features of the country, and by the proximity to the Cana-

dian border, the collector has the most difficult duty to perform of any similar official in the Union. New questions have constantly arisen, making the duties of office onerous and burdensome; but without fear or favor Mr. Wasson has pursued a line of justice, and held the office above reproach or scandal. He has been actively engaged in city development, and is a large holder in real estate and improved residence and business property. He is president of the Commercial Bank; and as stockholder is interested in the nail works and other business enterprises.

He was married in Sacramento, California, April 7, 1882, to Miss Minnie Snook, native of New York. Socially, Mr. Wasson affiliates with the F. & A. M. and I. O. O. F.

 HON. JAMES G. SWAN, one of the most distinguished pioneers of the Northwest, was born in Medford, Massachusetts, January 11, 1818. The American progenitor of the name of Swan emigrated from England to New England about 1680 and purchased a large tract of land in the vicinity of Charlestown and Boston, where the name has been honorably represented in the development of that section. The battle of Bunker Hill was fought upon their possessions, and Major Samuel Swan was one of the heroes of Ticonderoga, occupying positions of trust and responsibility. Governor Bowdoin of Massachusetts, in approving of Major Swan's support, said: "The several expeditions in which you have been engaged reflect credit upon the parties who compose them." As Quartermaster General, Major Swan was connected with the State militia up to 1806, and very prominent in the city, county and State Government. In 1795 he was appointed by General George Washington as Deputy Collector of Revenue for the county of Middlesex. The Swan family were prominently connected with the mercantile, shipping and interior affairs of Massachusetts. The parents of our subject were Captain Samuel and Margaret (Tufts) Swan. Captain Swan was a seafaring man and lost his life in a wreck off Minot's Ledge, Boston harbor, in 1823. The mother was a native of Medford, Massachusetts, and was of ancient and honored lineage.

James G. Swan, concerning whose life this sketch makes treatment, pursued his prepara-

tory educational work at Medford until he attained his fifteenth year, when he went to Boston, and, as a clerk, became connected with the establishment of a ship-chandler. When twenty-one years of age he engaged in the same line of business for himself and continued up to 1849, then sold out, and on the ship "Rob Roy" embarked for San Francisco, via Cape Horn, arriving in 1850.

In 1852 he came to Shoalwater Bay, then a part of Oregon, and engaged in the oyster business, shipping to San Francisco. In 1856 he went to Washington, District of Columbia, and became private secretary to Governor Isaac I. Stevens, delegate to Congress. While there Mr. Swan made the acquaintance of Professors Baird and Henry, of the Smithsonian Institution, which circumstance led up to his later efficient work for that institution. In 1857, while visiting his brother in Montgomery, Alabama, Mr. Swan wrote a book entitled "The Northwest Coast, or Four Years in Washington Territory," which was published by Harper Brothers. In 1858 he returned to the Territory and settled in Port Townsend. In 1860 he became connected with the trading port at Neah Bay, and in 1862 was appointed teacher on the Indian Reservation by Henry A. Webster, Indian Agent. He continued their incumbency for four years. While there he wrote the history of the Cape Flattery Indians, which was published by the Smithsonian Institution in 1869. In 1866 Mr. Swan returned to Port Townsend and was elected Justice of the Peace, and engaged in the practice of admiralty law, which he had studied in Boston prior to 1849, under the preceptorship of Peleg W. Chandler, an eminent admiralty lawyer. In 1871 he was elected Probate Judge of Jefferson county and continued in that office about seven years, and has since retained the title of Judge.

In 1875, on the revenue cutter "Walcott," he made a special cruise to Alaska to secure Indian manufactures and relics for the collection in natural history and ethnology at the Centennial Exposition. In 1878 he was appointed Inspector of Customs at Neah Bay and served four years. In 1883, by special request from the Smithsonian Institution, he went to Queen Charlotte's islands and made a collection of antiquities and modern manufactures of the Haida Indians, which collection forms the preponderance of the ethnological material in the National Museum from the region about Dixon entrance to

Queen Charlotte Sound. He has been a collaborator of the Smithsonian Institution since 1856, with the founding of that collection. In the Smithsonian report of 1883, Spencer F. Baird, Secretary, wrote as follows: "The most important research prosecuted under the auspices of the Smithsonian Institution was that by Mr. James G. Swan in the Queen Charlotte Islands. For more than a quarter of a century his contributions have been most noteworthy. To him we owe very extensive collections illustrating the life and work of the Indians on Puget Sound, as also everything relating to the fisheries of that region, whether prosecuted by the savage or white man."

As Assistant United States Fish Commissioner, Judge Swan has made a study of the fish and sea food of the Pacific, has written much valuable information upon the subject, and his collection of aboriginal fishing instruments at the National Museum has attracted great attention. Judge Swan has served as United States Fish Commissioner for fifteen years. He is Hawaiian Consul at Port Townsend, Commissioner for the State of Oregon, United States Commissioner, practitioner of admiralty law, and an active member of the Port Townsend Chamber of Commerce.

He was married in Boston in 1841, to Miss Matilda W. Loring, who died in 1863, leaving two children: Charles H., a prominent hydraulic, sanitary and civil engineer of Boston; and Ellen Matilda Swan, who also resides in that city. Judge Swan has resided in Washington through its whole Territorial existence, and is a respected and valued citizen of the State.



L EVI W. FOSS, of Seattle, Washington, was born at Machias, Washington county, Maine, April 7, 1838, a son of Rufus and Jane (Crocker) Foss, natives also of that locality. The boyhood days of our subject were passed upon the farm and in the logging camp, and he received the limited educational advantages of three months' school during each year. With the Fraser river gold excitement of 1858, young Foss became enthused with a spirit for mining, and in May, 1859, sailed from New York, via the Isthmus and San Francisco, and landed at Port Townsend June 25, following.

He discovered that the gold excitement was not prolific in affording opportunities, and he then followed his old occupation of logging two years on Hood canal. The following five years was spent in Port Ludlow, and in the spring of 1866 his old desire for mining returned. Mr. Foss again went to the Cariboo Mines, where he spent three seasons, remaining at the mines during the summers and passing the winters at Port Townsend, where he owned an interest in a butchering business, under the firm name of Booth & Foss. In the spring of 1869 Joseph Borst entered the partnership, and they established a branch house in Seattle. In the spring of 1871 Mr. Foss removed to this city to look after his interests, and the purchasing of cattle for his firm. He secured the stock in eastern Washington, driving the herd across the mountains in summer, and in the winters bringing them down the Columbia river. In August, 1874, the partnership of Foss & Borst was organized, and they conducted a wholesale and retail establishment until in February, 1885, when our subject returned to Port Townsend. In 1887 he took up his permanent residence in Seattle, where he has long been an investor in real estate. He has erected several residences and business houses in the city, and his present beautiful home was completed in the summer of 1889, the former residence having been destroyed in the disastrous fire of 1889. He platted the Foss addition to Port Townsend in June, 1888, comprising forty acres, much of which he still owns; has 500 acres in other localities, and much real estate in Seattle.

In 1883 our subject was united in marriage to Mrs. Elizabeth (Rowland) Briscoe, of St. Johns, Newfoundland. For twenty-three years Mr. Foss has been a member of the Masonic order. He is now retired from active business, and is devoting his time to his private interests and the enjoyment of the accumulations of his days of arduous labor.



JOSEPH FLETCHER McNAUGHT.—Among the business developers of Seattle, few have come more conspicuously to the front than the subject of this sketch, who is of Scotch-Irish ancestry, and was born in McLean county, Illinois, August 17, 1855. His parents, George and Nancy (Franklin) McNaught, na-

tives of Indiana, removed to Illinois, where Mr. McNaught followed farming and the stock business.

Joseph F. was reared to the habits of farm life, passing the summer in labor and the winter months at school, as was the custom with farmers' sons. At the age of eighteen years he entered the Wesleyan University at Bloomington, Illinois, and graduated in June, 1877. He then completed his legal studies in the law department of the University of Michigan at Ann Arbor. At this time James McNaught, an elder brother, had established himself in a legal practice in Seattle, and upon his invitation to join him in the profession McNaught removed to Seattle in July, 1878, and two months later was admitted to the bar, and the firm of McNaught Brothers was instituted. With the reputation which James McNaught had already acquired, the business rapidly increased to vast proportions, taxing the energies of both parties. In 1881, Elisha P. Ferry, the present Governor of Washington, became a partner, and two years later John H. Mitchell, a son of the senator from Oregon, joined the firm, when it became known as McNaught & Mitchell. When Mr. Ferry retired to take an active part in the management of the Puget Sound National Bank, and James McNaught went to St. Paul as the assistant general solicitor of the Northern Pacific Railroad, Joseph formed a partnership with Judge Roger I. Greene, C. H. Hanford, present United States district judge, and John H. McGraw, under the firm name of Greene, McNaught, Hanford and McGraw. This firm continued an active practice up to February, 1888, when failing health, caused from overwork, forced Mr. McNaught to withdraw and take a rest from professional labor. During his ten years of practice, his firm under the different styles had been doing the largest business of all on the Sound. The result of such incessant labor, though gratifying from a professional and pecuniary standpoint, was too severe and rest became imperative. He then made is journey East, and by the recreation of travel, with his naturally good constitution, nature restored herself and he again returned to Seattle. Instead of resuming his profession, as the real-estate interests of himself and brother had become so valuable, he decided to devote himself to its management and development. This departure opened a field of operations in which he had already evinced rare

judgment, and, with his genius at financiering, his operations became extensive, and from that time his financial success has been most remarkable.

The management of his own and brother's interests constitute only a part of the work he has performed. As the organizer of syndicates and the enlistment of capital in various enterprises he has had no superior in the Northwest. To enumerate the corporations which he has been instrumental in creating, in all of which he is a large stockholder and of which he is either president or manager, will give an idea of his abilities in that direction. These corporations are as follows: McNaught Land & Investment Company: capital, \$400,000; McNaught Town Site Company: capital, \$100,000; McNaught-Collins Improvement Company: capital \$200,000; Lake Washington Belt Line Company: capital, \$600,000; Broadway Investment: capitals, \$100,000; Seattle Silver Mining Company: capital, \$100,000; Talisman & Stalwart Consolidated Company: capital, \$1,000,000; Puget Sound & Union Stockyards; Fidalgo Improvement Company; Fidalgo Land Company; Union Investment Company; and numerous other interests of a personal character.

As an organizer and manager of vast and varied interests Mr. McNaught has no superior, and it is largely to his personal supervision that the above vast enterprises are carried to successful conclusions. Not alone here does he rest, but he is also among the foremost in promoting every project to advance the prosperity of Seattle. With his superabundance of acres, Mr. McNaught cannot forget his somewhat weakened physical condition, and the necessary rest and relaxation is gained by cruising about the Sound with his steam yacht "Aquila," and with rod, gun and dog engaging in the sports so freely offered. He also owns Protection Island, which contains 500 acres of fine farming land, all well improved, and as a sporting preserve is well stocked with Golden, Silver, Green and Mongolian pheasants and quail.

Mr. McNaught was married in Bloomington, Illinois, in December, 1887, to Miss Jennie E. Hodge, and they have two children: Helen Fairfax and Carl Shelby.

Fraternally Mr. McNaught affiliates with the F. & A. M., I. O. O. F. and A. O. U. W. Politically he is a Republican, positive in his convictions and a strong believer in the principles

of his party; but he has no desire for political aggrandizement, the management and development of extensive business enterprises offering to him a more congenial field of labor.



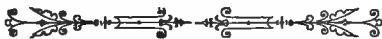
FRED. GASCH, Commissioner of King county, and a resident of Seattle, was born in Helmstedt, Germany, February 20, 1843. He was educated in the schools of that city up to the age of fifteen years, when he was apprenticed for three years to learn the trade of machinist. Completing his term of service, and desiring an opportunity to follow his profession, his attention was turned to the broader possibilities of the United States, and he embarked for New York, thence, by the Panama route, to San Francisco, where he arrived in the fall of 1861. He soon found occupation as machinist in the Miners' Foundry and was employed up to August, 1864, then enlisted in the Sixth California Infantry, and after three months' service at Benicia he was detailed for special service on the line of Panama steamers and there remained up to his discharge in November, 1865. Returning to San Francisco he resumed work at the Miners' Foundry and continued until 1870, when he came to Puget Sound, and was there employed at his trade and in various occupations at Seattle, old Tacoma, Port Blakeley and contiguous milling points. In 1883 he was elected Councilman from the Second Ward, and chairman of the street committee.

In 1888 he was the nominee of the Republican party as County Commissioner was duly elected, and made chairman of the Board, and by re-election in 1890 and '92 has continued in that capacity, with four years yet to serve. As a Commissioner he has been an enterprising and progressive officer; and, being endowed with foresight and good common sense, his methods have been salutary, and his actions in accord with the wishes of his constituents. With the increase of population, his duties have proportionately increased, but are performed with systematic regularity and meet the approval of the people. Under his first term of service the county courthouse was located and constructed, much personal attention being given by him to plans, specifications and work of erection and fitting. The improvements and facilities of the poor farm have been vastly increased, and there

protection is given to from forty-five to sixty of the county poor, sixty-two of the 157 acres are under cultivation, and by wise management the farm has become almost self-supporting, county roads have been improved, bridges constructed, and the affairs of the county have progressed with the rapidity of settlement and development.

Mr. Gasch was married in San Francisco, in 1869, to Miss Anna Landgrebe, of German descent. Two children have been born of this union, Haida and Fred. C. Socially Mr. Gasch affiliates with the John F. Miller Post, G. A. R., and with the I. O. O. F., of which he was District Deputy Grand Master.

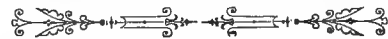
When first coming to Seattle Mr. Gasch recognized the advantageous location of the city and the probability of its ultimate vast development, and by the judicious investment of his savings he is now the possessor of valuable business and resident property. During his long political service he has maintained his principles of honesty and fair dealing, and he enjoys the respect of all who know him or are brought in contact with him in business relations. Has been for years and is still President of the German Benevolent Association.



FRANK LA ROCHE, the popular and artistic photographer of the city of Seattle, was born in Philadelphia, Pennsylvania, June 20, 1853. His parents, Aaron and Anna (Hersh) La Roche, were natives of the same city, descended from French and German ancestry, who were among the early settlers of Pennsylvania. Subject was educated in the schools of Philadelphia, and at the age of 17 years entered upon his life work, by taking a position in a photographic studio in his native city. After two years of study and practice, he engaged in business, at Quaker City, and in 1873 went to Mauch Chunk, following a general photographic business, and also attending to the taking of views of the Lehigh Valley railroad. In 1875 Mr. La Roche went to Florida on a viewing expedition, making his headquarters at St. Augustine. In 1876 he started for Australia in the interest of Harper Bros. of New York city, to view the South Sea islands for illustrations, but on arrival at Honolulu his partner was taken sick and the trip was aban-

doned. Returning to the States Mr. La Roche then opened a gallery at Salt Lake City, and in 1878, he was employed by the United States Government to make seventy-eight negatives of the transit of Mercury, and twenty-three similar negatives for the French government. During the exposition at New Orleans Mr. La Roche was employed in various galleries, and also traveled through the State, giving instructions in photography. In the spring of 1888 he opened a gallery at Des Moines, Iowa, and in competition at the State fair he secured six out of seven prizes for excellency of workmanship. In July, 1889, he came to Seattle, bringing with him the necessary equipment for a first-class gallery. Arriving just after the fire, he found the city in ashes, but at once opened a gallery in the Kilgen block, subsequently removing to the top floor of the Downs block, where he has fitted up a studio, embracing a large surface measurement, and making one of the largest and most complete galleries in the Northwest. Mr. La Roche has given much attention to viewing, and has a very complete series depicting Alaska and Puget Sound scenery, embracing upward of 3,000 negatives. He, however, devotes more particular attention to a high-class portrait photography. Through his extended acquaintance in the East he learns of and secures the latest improvements, which, in connection with his pronounced ability, enables him to produce artistic effects unexcelled in the Northwest.

He was married in Seattle, in 1891, to Miss Ida M. Crary, native of Kentucky, and his home is situated on Rochester avenue, overlooking Lake Washington and the magnificent scenery of the Cascade and Olympic mountains.



SG. HILL, D. D. S.—Among the prominent practitioners of dentistry in the city of Seattle is he whose name initiates this review. He was born in Muscatine, Iowa, October 24, 1864. His parents, Sylvester G. and Martha J. (Dyer) Hill, were natives of Rhode Island and Maine respectively, descended from Puritan stock of English ancestry. Sylvester G. Hill was a lumber manufacturer, operating his own mill up to 1852, when he moved to Iowa and continued the same occupation until 1862, when he took an active part in organizing the Thirty-fifth Regiment, Iowa

Volunteer Infantry, and was elected and commissioned Colonel. The service of the regiment was in the Red river country, and through the Mississippi valley in frequent raids and skirmishes; and while engaged in the last charge on Nashville, Tennessee, in command of a brigade, Colonel Hill was killed, in the advanced line of battle.

S. G. Hill received his literary education in the Iowa public schools and then entered the Philadelphia College of Dentistry and graduated therefrom in 1884. He commenced practice in Davenport, Iowa, and continued with gratifying success for three years; then made a trip to Europe and traveled extensively through England and France, practicing his profession in the dental institutes of those countries. He returned to the United States in the fall of 1890 and came direct to Seattle, where his brother, F. A. Hill, then resided. Dr. Hill at once opened offices for the performance of operative and mechanical dentistry, and has built up a very lucrative patronage among the representative families of the city.

He was married in 1892, to Mrs. Jennie (Eppler) Hasbrouck, a native of Illinois. Dr. Hill has allied himself with the interests of Seattle, and takes great pride in her natural resources and rapid development.



BJELICH, Harbor Master at the port of Seattle, was born in Austria, in March, 1858. He attended school at Trieste until thirteen years of age, and then shipped as apprentice on the Austrian bark "Cainan," owned by his uncle and operating between Europe and America. He subsequently sailed on the "Desati" as ordinary seaman, on the "Cebeli" as able seaman and on the "Reuben" as second mate, continuing in Atlantic and European waters. He was discharged in New York city, in June, 1878, then crossed the continent to Stockton, California, where he had uncles residing. After a brief visit his passion for the sea took him to San Francisco, where he shipped on the British vessel "Lockee" for Liverpool, and followed the sea until taken sick in 1881. He then returned to Stockton and later engaged in the hotel business at Fresno, California. In 1885 he was appointed special inspector at the Custom House in San Fran-

cisco, and continued in such incumbency for about nine months, after which he followed various occupations at Fresno, San Diego and Bakersfield, and in August, 1889, came to Seattle. His occupation was then quite varied in civil and political lines until December 1, 1892, when he was appointed Harbor Master and Port Warden at Seattle. His duties cover the moving of vessels, anchorage, surveys of cargoes, and all interests connected with shipping in the port. He is unmarried, Democratic in politics, and a member of the Masonic order.



HAZARD STEVENS, the only son of Isaac Ingalls and Margaret L. (Hazard) Stevens, was born in Newport, Rhode Island, in 1842. He was educated in Boston and Cambridge, and in 1861, although under age, enlisted in Company C, Seventy-ninth Highlanders, New York Volunteers, his father being Colonel of the regiment. His service was in the campaigns of Polk, Fredericksburg, the Wilderness, Shenandoah valley, and from Petersburg to Appomattox and the surrender of Lee's army. His service covered four years and one month. He was wounded three times, and for meritorious conduct and bravery was promoted to the rank of Brigadier General. He was mustered out in October, 1865.

In 1866 Mr. Stevens returned to the Pacific Coast, and at Portland was appointed agent of the Oregon Steam Navigation Company, with headquarters at Wallula. In 1867 he was appointed Collector of Internal Revenue for the Territory of Washington. He then removed to Olympia and discharged the duties of that office for a period of three years, meanwhile engaging in the study of law under the Hon. Elwood Evans, and in 1870 was admitted to the bar.

During his vacation in 1870, accompanied by P. V. Van Trump, he ascended the precipitous sides of Mount Rainier, they being the first to explore the summit of that snow-capped mountain. That fall he was appointed attorney for the Northern Pacific Railroad Company, and as such rendered efficient service to the company. In 1874 he was appointed by President Grant as Commissioner to look after the claims of British subjects upon San Juan island.

Returning East in 1875, Mr. Stevens entered upon a professional career in the city of Boston, and has continued the practice of law there up to the present time. In 1885 he took an active part in reforming the charter of the city. He was elected to the Legislature the same year, and the succeeding year reported the bill, and was instrumental in securing its passage, which, being adopted, has produced a salutary revolution in the city government. In 1886 Mr. Stevens was nominated to Congress from the Third Congressional District by the tariff reformers, and in 1888 and 1892 was a member of the Tariff Reform League Committee of New England and took an active part in the Cleveland campaigns.



D T. DENNY, one of the pioneers of Seattle, was born in Putnam county, Indiana, in 1832. His parents, John and Sally (Wilson) Denny, were natives of Kentucky and Virginia respectively. About 1816 they removed to Washington county, Indiana, the country then being sparsely settled. Mr. Denny sought that country for his health, and after locating his claim he devoted his time to out-of-door exercise, and from the game and bee trees in the locality he procured sustenance and regained his health. He also engaged in farming and remained in that locality to 1824; then removed to Putnam county, near Greencastle, remaining about twelve years, then located in Knox county, Illinois. He was a member of the Illinois Legislature in 1840-'41, and in 1849 was elected State Senator.

In 1851, with four wagons and seventeen horses he transported his family to Oregon. Starting April 10th, they crossed the Mississippi river at Burlington, the Missouri river near Council Bluffs, thence proceeded up the north side of Platte river to the Sweetwater river, then by Fremont's Pass, by Forts Hall and Boise and Snake river to the Dalles, where they landed after eighty-seven days of travel. They started with a company of twenty-two wagons, but, horses traveling faster than oxen, the others gradually fell behind. No trouble was experienced until arriving at Fort Hall. There the clerk of the Hudson Bay Company cautioned them that in case the Indians approached and wished them to stop, "to keep

the horses moving." The following day, while approaching the American Falls of Snake river, an Indian camp was seen in the distance, and, drawing near, the Indians rushed out shouting: "How-dy-do! How-dy-do! Stop! Stop!" repeating their salutations as the train kept moving. They began firing from the rear, but, producing no effect, attempted to head them off. By keeping the horses in action Mr. Denny outstripped them and escaped without accident, but always felt that the warning and advice of that agent at Fort Hall possibly saved his family from massacre.

From the Dalles the wagons and part of the family were freighted down the river to Portland, while others took the horses by the Barlow trail across the Cascade mountains to the Willamette valley and on to Portland. Mr. Denny then drove up the valley to Marion county, and located in the Waldo hills, remaining until 1859, then joined his sons in Seattle, where he resided to the time of his death in July, 1875.

He served one term in the Territorial Legislature, and by advice and counsel was an active spirit in Republican politics.

D. T. Denny was reared upon the farm, educated in the common schools of Illinois, and crossed the plains with his father in 1851, arriving in Portland on the 17th day of August. His first occupation was in assisting to unload a brig from Boston, with a cargo of merchandise for Thomas Carter, thereby earning his first \$3 on the Pacific coast. Thus he labored as opportunity offered until September 10th, when he started for Puget Sound as helper to John N. Low, in driving a band of cattle. They crossed the Columbia river at Vancouver, then along the north side to the Cowlitz river, and up by the regular trail to Olympia. There they fell in with Leander Terry and Robert Fay, the latter about starting with salt and necessary utensils put up Salmon on the Dwanish river. They arrived at the point now called West Seattle September 25, 1851, then not a white settler in the locality. Terry, Low and Mr. Denny then hired two Indians with a canoe to take them up the river and round the bay, returning to camp on the 28th. Terry and Low then located claims on the Alki Point, and Denny assisted Mr. Low in building his cabin, the first started in King county, which was then a portion of Thurston county. Mr. Denny then remained to guard the claim while

Mr. Low returned for his family, also carrying a letter to A. A. Denny in Portland, describing the surroundings. They then embarked with their families and friends upon the schooner "Exact" en route for the Queen Charlotte mines, and were landed at Alki Point in November, the little colony then numbering A. A. Denny, John N. Low, C. D. Boran and W. N. Bell, with their families, including the subject of this sketch and Mr. Terry. Cabins were then constructed to accommodate the several families, and in the spring of 1852 A. A. Denny, Boran and Bell located claims constituting the present site of Seattle, and D. T. Denny and Mr. Boran started for Portland for their horses. Upon their return our subject located his claim, fronting upon Elliott bay and forming the present site of North Seattle, a portion of which he platted and laid off.

He was married January 23, 1853, to Miss Louisa Boran, a native of Illinois, who crossed the plains in their company. Their first log house was built near the water front on Depot street, and in 1854 they rebuilt on what is now Mercer street, between Willow and Box. Mr. Denny began clearing and improving land for farming purposes, reclaiming eighty acres for farm, garden and pasture, and as opportunity occurred he increased his acreage by purchase until he had acquired 1,080 acres adjoining and contiguous. He then continued farming up to 1883, meanwhile having cleared about 300 acres of land for city purposes, which he had laid off and platted as North Seattle, his first plat being in July, 1869, to which he subsequently made several additions. In 1880 he purchased an interest in the Western Mill Company located at the south end of Lake Union, with a capacity of 80,000 feet of lumber per day.

To this and real estate interests he then gave his attention to 1889, when he organized and incorporated the Rainier Power & Railway Company, merging the Western Mill Company with the railroad franchise from Yesler avenue through the Denny-Fuhrman addition, crossing Lake Union to Ravenna park, and covering a distance of seven and a half miles. Mr. Denny was elected president and is still acting in that capacity. The road is fully completed and in operation, by electric power, the electric plant being located at the mill, and therefrom they are also supplying North Seattle with electric light for domestic purposes, and are extending their wires to other parts of the city. Mr.

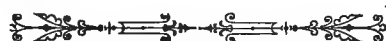
Denny has been an extensive builder of residences through his several additions and built his present residence, fronting on Temperance street, between Republican and Mercer, in 1890, the grounds covering the entire block.

His family numbers five children: Emily Inez; Abby, wife of Edward L. Lindsley; John B., secretary of the Rainier Power & Railway Company; D. Thomas, general manager of the Electric Road & Light Plant; and Victor W. S.

With the formation of King county Mr. Denny was elected the first County Treasurer, and served in that capacity for eight years, then three years as probate judge, and later as a member of the City Council.

For thirty-two years he has served as Trustee of the Methodist Episcopal Church, divided among the First Methodist Episcopal Church, the Battery Street Church and the Trinity charge, and for two terms served as delegate from the Puget Sound Conference to the General Conference held in New York city in 1888, and Omaha, Nebraska, in 1892.

Mr. Denny is one of the honored landmarks of Seattle, who assisted in reclaiming the land from nature's fastnesses, nurtured by advice and counsel the struggling young settlement, and by financial and physical assistance has rendered material service in developing a city which is destined to become the metropolis of the great Northwest.



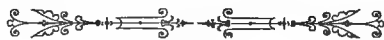
HENRY C. DAVIS, Claquato, Lewis county, Washington, has long been identified with the interests of the Northwest.

He was engaged in the drug business at Tacoma for about eight years, and was also City Treasurer for three years, after which he turned his attention to real-estate dealings and did a successful business in that line for several years. He built the first three-story brick building that was ever erected in Tacoma. At present he is a general speculator and always alive to public improvement.

Mr. Davis was born in Fort Wayne, Indiana, in 1845, and lived there until he was about five years old. In 1851 he was brought by his parents to Portland, Oregon, coming across the plains with ox teams and being six months en route. His father, Lewis H. Davis, was born

in Windsor county, Vermont, in 1794, and was a man in whose make-up were found all the elements of a true pioneer. He served as Captain in the war of 1812, and also participated in the Black Hawk war. The Davis family remained in Portland one year, after which they moved to Drew's mill near Cowlitz Landing in Lewis county, Washington. A year later they moved to Claquato, where the father of our subject erected a sawmill and gristmill, laid out the town of Claquato and built a courthouse, which he donated to Lewis county. He also built a church and a schoolhouse, and constructed many miles of public road. Here Henry C. Davis has since resided, with the exception of the time he was engaged in business at Tacoma, his parents having passed away some years ago.

Mr. Davis married Ida A. Scott, who was born in Pennsylvania in 1867. She emigrated with her parents to Lewis county, Washington, in 1884. Mr. and Mrs. Davis have one dear little girl, Ethel L.



THOMAS M. REED, Jr., Register of the United States Land Office, with headquarters at Seattle, was born in the old historic town of Coloma, California, in January, 1857. He was the eldest son of Thomas M. and Elizabeth H. (Finlay) Reed, the former of whom was one of the argonauts of California, and concerning whose life detailed mention is made on another page of this volume.

The subject of whom we here make record was prepared for college in the schools of Washington Territory, and then entered Princeton College, New Jersey, graduating thereat with the class of 1878. Returning to Washington, he entered the law office of Hon. Elwood Evans, of Tacoma, and later the office of Hon. James McNaught, of Seattle, and was admitted to the bar before the Supreme Court of the Territory in 1881. He then entered the practice of his profession at Olympia, forming a copartnership with J. T. Brown, which association continued until 1885. Mr. Reed then practiced alone for two years, at the expiration of which time he removed to Seattle, continuing in the line of his profession.

In 1889, under the administration of President Harrison, Mr. Reed was appointed by the

President and confirmed by the Senate as Register of the Land Office, with headquarters at Seattle. His district covers the public domain of northwestern Washington, extending 130 miles south from the British line and from the Cascade mountains to the sea.

Mr. Reed was married in Olympia in 1887, to Miss Ida, daughter of Gen. T. J. McKenny, whose biography appears in this history. One child, Irving, has been the issue of the above union.

Socially Mr. Reed affiliates with the Royal Arch Masons and is a Past Odd Fellow.



CW. PITCHFORD, a farmer of Chelatchie prairie, Clarke county, was born in Jefferson county, Illinois, October 9, 1848, a son of Samuel and Mary E. Pitchford, both deceased. The father died when C. W. was but a few months old, and the mother survived until 1891.

Mr. Pitchford resided in Illinois until 1867, when he emigrated to Oregon, locating upon the Umpqua river. Later he removed to La Center, Washington, and from there to his present farm. This now consists of 160 acres, sixty under cultivation and devoted to general farming.

In political matters Mr. Pitchford is a staunch and active Democrat, and in fraternal relations he is a member of Amboy Lodge, I. O. O. F., and also of Grange No. 79, P. of H.

He is a man of a family. He married Miss Mary E. Bowlin, a native of Indiana, and they have had eight children, namely: Mary B., now the wife of Harry Gregory; Harriet E., Clarence, Leslie, Etta, Franklin, Ella and Elva,—the unmarried being all still at their parental home.



NORVAL H. LATIMER.—Among the representative and successful financiers of Seattle, we find the subject of this sketch, who though one of the youngest financiers is manager of the oldest banking house in the State of Washington. He was born in Monmouth, Illinois, May 7, 1863. His parents, William G. and Martha J. (Pierce) Latimer, were natives of the same locality, and

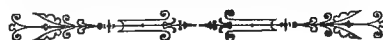
descended from pioneers of the State. Norval H. was reared upon the farm and was educated chiefly by self-application by lamp-light after the duties of the day were performed. While engaged in the harvest field, in the summer of 1881, he was approached by officers of the First National Bank of Kirkwood, Illinois, and thereupon tendered the position of bookkeeper. The offer was such a surprise to young Latimer that he asked for time to consider, but subsequently accepted and there commenced his banking and financial education. As bookkeeper and assistant cashier, he remained in the bank until the fall of 1882, when he came direct to Seattle, and upon making application to Messrs. Horton & Denny, bankers, for a position, was engaged as bookkeeper. As a financier of marked ability his efforts soon became appreciated, and he successfully ascended the scale of responsibility until placed in entire management. This bank was originally organized by David Phillips and Dexter Horton, in 1870, under the firm name of Phillips, Horton & Co., and so continued until the death of Mr. Phillips in March, 1872, when Mr. Horton continued alone, adopting the name of Dexter Horton & Company. Mr. A. Denny entered the bank at this time, as executor of the Phillips estate, and after closing the affairs of the estate he took one-half interest in the bank under the existing firm name, which Mr. Horton offered to change at the time, but being fully satisfied with the name Mr. Denny declined to allow the change. This arrangement continued up to 1887, when the bank was reorganized as a State bank under the name of Dexter Horton & Co., bankers. The interests were somewhat changed and Mr. Wm. S. Ladd, of Portland, became president. They incorporated with a capital of \$200,000, and have accumulated a surplus of \$100,000, with \$86,923.49 as undivided profits. The eminent success of the banking house speaks louder than words of the able and efficient management which has been accorded.

Mr. Latimer was married in Seattle, in 1890, to Miss Margaret Moore, native of Illinois. The union has been blessed with two sons.

Through the destruction of several buildings in the fire of June, 1889, Mr. Latimer was quite a heavy loser, but has since erected the brick block corner of Maine and Commercial streets, 60 x 111 feet, four stores and basement, and is interested in other real-estate enterprises. He assisted in organizing the Columbia National

Bank at New Whatcom, in 1889, with a capital of \$100,000, and has continued his interest as vice-president.

Such is briefly the history of one of Seattle's active, enterprising business men, who arrived upon the coast without financial capital, but who by good judgment and keen foresight in investing his savings and making his negotiations has rapidly come to the front, and to-day is recognized as one of the most able and successful financiers of the city of Seattle.



J D. HINCKLEY, one of the honored pioneers of Seattle, was born on High Prairie, St. Clair county, Illinois, June 30, 1827. His parents, Timothy and Hannah (Smith) Hinckley, were natives of Maine, where their ancestors were among the pioneers of the State. Timothy Hinckley was a ship carpenter by trade, and started westward in 1816, first locating in Hamilton county, Ohio, where he was married. In 1818 he removed to Illinois, traveling by water and going up the Mississippi river on one of the old "broad-horn" flat-bottom boats, which was "poled" on its way along the shores, this being before the days of steam navigation. He took up a claim on High Prairie, and then worked as wheelwright in St. Louis and elsewhere, thus supporting his family during the pioneer experiences. The subject of this sketch was reared on the farm and attended the winter schools of St. Clair county, up to his fourteenth year, when he began working with his father in the sawmill at Belleville, Illinois, and learned the trade of engineer. Reaching his majority in 1848, young Hinckley then struck out for self-support, and going to Lexington, Missouri, he engaged in the milling business and remained until 1850, when he joined three companions and with a prairie outfit of horses and mules crossed the plains to California. After a pleasant experience of ninety days they arrived safely at Hangtown, now known as Placerville. There Mr. Hinckley engaged in mining, which he pursued in various localities until February, 1853; then, going to San Francisco, he embarked by sailing vessel for Portland. Thence, in company with Henry Adams, now of Kent, and Frank Mathias, now deceased, he came overland to Olympia and down

the Sound to Seattle, then but a very small hamlet. Mr. Hinckley began work as engineer at the Port Madison mill and later in the same capacity for H. L. Yesler at Seattle, and Captain Renton at Port Orchard. He also served as engineer of the old steamboat "Traveler," which plied between Olympia and Victoria, carrying mail, passengers and freight. While thus engaged he towed the first raft of logs ever taken down Puget Sound. Thus, in steamboating and milling, Mr. Hinckley was occupied until 1875, when he retired to his small farm of nine acres, bordering on Lake Union, and there began clearing and improving. With cows, chickens, fruit and gardening, he provided for his family, accepting such other occupation as he could secure. He bought a lot 120 feet square,—the present site of the Hinckley Block,—at an early day, paying \$250 therefor, and in 1890 built the present spacious and handsome building. He still resides at Lake Union, where he owns four and half acres of his original purchase.

In politics Mr. Hinckley was formerly a Whig, but later became a Democrat. He served in the Territorial Legislature in the session of 1856-'57, and was the originator of the bill creating and organizing the county of Kitsap. He has since served two terms in the Legislature; was one of the early Justices of King county, and has served as a member of the City Council. Mr. and Mrs. Hinckley have seven children who lived to years of maturity, viz.: Katharine H., now Mrs. Perry Polson, of La Conner; Charles B.; Clara D., now Mrs. Sherman; Moran, of Seattle; Ferdinand; Walter R.; Ira; and Lyman.



AMOS BROWN, one of the successful pioneers of Puget Sound, was born in Bristol, Grafton county, New Hampshire, July 29, 1833. His parents, Joseph and Relief (Ordway) Brown, were natives of the same State, and of Scotch and English ancestors, who were among the pioneer settlers of the country. Joseph Brown was a prominent lumber manufacturer, with extensive mills on the Merrimac river, where he dealt in masts and spars and conducted a general milling business, which he superintended until he was sixty

years of age, when two of his sons succeeded him in the business and are still carrying it forward.

Amos Brown was reared to habits of industry, and as work was placed before study at that early period his opportunities for acquiring knowledge were exceedingly limited. He began work in the lumber camp at the age of ten years, and in mature years engaged in driving logs on the river, and being a fearless and daring youth he soon excelled in this occupation and became an expert in the business, securing the highest wages. He also worked in mills, until he became superintendent, possessing a thorough knowledge of every department. Leaving home at the age of twenty-one years, he followed lumbering up to 1858, when the Fraser river gold excitement broke out and he acquired the "fever," sold his interests and started for the new El Dorado of the Northwest. Going to New York, he secured steerage passage, by the Panama route, to Victoria, British Columbia, paying \$255 for continuous passage. The voyage was uneventful, except the discomfort of overcrowded steamboats, but suffering no accidents he duly arrived at Victoria, then to find the golden bubble broken, the hopes of thousands blasted, and the town overcrowded with suffering, starving humanity. Disappointed but not disheartened, Mr. Brown began looking about for work, and with his knowledge of lumbering interests at once sailed for Port Gamble, when he found ready employment at \$75 per month and expenses. He took charge of a logging camp for the first year. He then bought an interest in logging teams, secured contracts with the mill company, and conducted a very successful business for two years, when he sold his interests and returned to the employ of the company under salary, and filled positions of trust up to 1865, when he resigned to visit his old home in New Hampshire.

In 1859, without visiting Seattle, Mr. Brown was induced to purchase property on Spring street, between Second street and the water front, and in 1861 made his first visit to the town. In 1863, he and Messrs. M. R. Maddocks and John Condon built the old "Occidental" hotel, on the present site of the Occidental Block, and the hotel was conducted about two years by Messrs. Maddocks & Brown. Our subject then sold his interest to John Collins, who now owns the property. Mr. Brown returned to

Seattle in the spring of 1867, and then formed a partnership with I. C. Ellis of Olympia and resumed the lumber business, which was continued very successfully for ten years. Mr. Brown then operated alone up to 1882, when he sold out and retired from business, except in looking after his private affairs, which, owing to the increased values of lands, and his extensive operations in real estate, represented a handsome fortune. He still owns valuable business property, improved, and large tracts of timber lands in several of the counties adjoining the Sound.

Mr. Brown was married, in the fall of 1867, to Miss Annie M. Peebles, native of New York, and the same fall he erected his cottage home on the corner of Front and Spring streets, where his family have since resided. He served the city one term in its council, and the State for two years, as one of the directors of Steilacoom Hospital for the Indians. He has five children: Ulson L., Brownie, Ora, Anna and Helen.

Mr. Brown is Republican in politics, and formerly was an active partisan, though latterly he leaves the work to younger men. He is genial and hospitable in his associations, possessing a kind and generous nature and enjoying the respect of a large circle of friends and acquaintances.



LIEUT. JOHN W. RUMSEY is a resident of Seattle and is actively concerned in her real-estate interests. He was born in Batavia, New York, March 6, 1838. His father Joseph E. Rumsey, removed with his parents to Batavia, New York, in 1801, and was there reared, educated and finally married, being united to Miss Lucy M. Ransom of Connecticut. He followed the life of an agriculturist up to 1866, and then retired and passed the remaining years of his life in Chicago. John W. remained with his parents upon the farm and improved the educational facilities of the locality until 1855, when he went to Chicago and entered the employ of Rumsey Bros. & Co. and there remained until April, 1861, when, with the commencement of the war and the call for three-months troops, he went out with the Chicago Battery, later known as Company A, First Illinois Light Artillery, that being the first company of volunteer troops to leave the

State. They went at once to Cairo, Illinois, where they did valiant service in holding that city to the Union, and also made frequent raids into Missouri and about the northern portion of the State. At the completion of the term of service, the company re-enlisted almost to a man and insisted that the term of service be "for the war," whether three, five or ten years. After re-enlistment they were forwarded to Paducah, Kentucky, where they made their headquarters, with frequent trips through the surrounding country, until the organization of the army, under General Grant, when they proceeded up the Tennessee river and participated in the capture of Forts Henry and Donelson, and then moved on to Shiloh, where they were on the extreme left during the battle of the first day, and on the second day reported to General Sherman and were stationed on the extreme right. General Sherman ordered them into position and personally designated the points to be shelled. Because of the bravery of the battery the officers gained his cordial friendship, and subsequently, when the request was made by Sergeant Chase for passes to enable them to go back for supplies, General Sherman said, "My compliments to that three-gun battery; and they can have anything they want."

Mr. Rumsey was elected Junior Second Lieutenant by the company at Paducah, Kentucky, and was commissioned First Lieutenant by Governor Richard Yates, of Illinois. By subsequent promotion he ascended the scale until he became Senior First Lieutenant and was frequently in command of the battery. From Shiloh Company A continued under General Sherman's command, actively participating in the battles of Corinth, Memphis, Chickasaw Bayou, Arkansas Post, sieges of Vicksburg and Jackson, Mission Ridge, and the first battle of Resaca, May 13, 1864, when Lieutenant Rumsey was wounded, disabled and sent to the general field hospital at Bridgeport, Alabama, and thence to his home in Chicago, where he received honorable discharge in August, 1864. After recuperation he spent one year in the oil regions of Pennsylvania, as superintendent of the Garden City Oil Company. In February, 1866, he returned to Chicago and engaged in business on the Board of Trade, in the handling of grain and provisions, and there continued until November, 1888, when, having learned of the resources and opportunities of the Puget Sound district and particularly of Seattle, he started for that

avored locality. Duly arriving, he was agreeably impressed with the city and people and at once looked for investments in city and in acre property, directing particular attention to the vicinity of Ballard, where he has since conducted large transactions. His methods of business have been in the buying and selling of land, and not in operating on the commission basis, and his interests extend over the city and also include acre property in Kitsap county.

Lieutenant Rumsey was married in 1866, to Miss Charlotte M. Day of Batavia, New York. Eight children have been born of this union, three sons and five daughters, all of whom reside on the corner of Short and Elliott streets, Queen Anne Hill.



O W. LYNCH, one of the leading furniture dealers in Seattle, was born in Racine, Wisconsin, December 3, 1843. His parents, Oliver and Sarah (Cross) Lynch, natives of New York and England respectively, of Scotch, Irish and English ancestry. They located in Wisconsin, about 1838, where Mr. Lynch followed his trade as carpenter and builder. In 1854 he crossed the plains to California, followed mining a short time, then engaging in trade and farming in the vicinity of Stockton, where he was joined, in 1856, by his family, who made the trip *via* the Panama route. In 1863 they removed to the San Jose valley, and in 1870 to Puget Sound and located a claim of 160 acres on Fidalgo island near Deception Pass, where he has since been engaged in agricultural pursuits. Our subject was reared upon the ranch, with but limited privileges in the line of educational advantages. When old enough to carry a gun, he began hunting through the marshes about San Francisco bay for duck and game, which occupation proved so profitable that he continued it for fourteen years, spending his summers in various occupations. He began his mercantile experience in the clothing store of E. C. Dake of San Francisco in 1864, working only through the summer, while his winters were passed in hunting.

He was married in Chicago, in 1870, to Miss Bella M. Farnham, of Michigan. Returning to the coast, Mr. Lynch then located 160 acres on Fidalgo island, and followed farming for five years, when, because of the ill health of his wife, he took her to San Francisco, where she

died in April, 1877, leaving two small children, Elva and Leslie. In 1879 Mr. Lynch returned to Puget Sound, locating at La Conner. He was married at Stanwood, in 1880, to Miss Constance Bradley, a native of Missouri. He then located in Seattle, following carpenter work for one year. Then, becoming clerk for Clark & Anderson, in the furniture business, he continued up to September, 1882, when was formed the partnership of Lynch & Vahlbusch, which firm engaged in the furniture business, opening a small store, the present site of the Grand Hotel on Front street. There being no railroad communication with the East, all furniture was purchased at Portland and San Francisco. After fourteen months the firm changed to Lynch & Wood and so continued until May, 1878, when Mr. Wood retired and our subject continued operations alone. On the first of January, 1888, he sold one-fourth interest to N. A. Veline and continued under the firm name of O. W. Lynch & Co., up to the disastrous fire of June, 1889, when they were burned out, entailing a net loss of \$25,000. Business was resumed on the 12th of July, in a warehouse on West street between University and Spring, and there conducted until the completion of the Arlington Hotel Block, into which building the firm moved on March 1, 1890. They have since occupied six stories in this block, utilizing a floor space of 20,000 square feet. They carry a full line of furniture of the most noted manufacturers of the East, among them being Berkey & Gay, the Widdicomb Furniture Company, Grand Rapids Chair Company, Phoenix Furniture Company and Gunn Folding Bed Company, all of Grand Rapids, Michigan; also the lines of G. W. Wilkins Company, J. S. Ford, Johnson & Co., A. Peterson & Co., and Frank Winter, all of Chicago, and products from many other manufactories of Wisconsin and Indiana. Their business is chiefly by retail through the Sound district, furnishing the leading hotels of Seattle and conducting a very extensive trade.

Mr. and Mrs. Lynch have two children, Clair and Josephine.



JOHAN FAIRFIELD, a well known resident of Seattle, member of the Seattle bar, was born in Boston, Massachusetts, May 24, 1858, son of John and Honora (Coleman) Fairfield. The Fairfield ancestors settled in

Massachusetts about 1780, and followed agricultural pursuits, with the exception of the father of our subject, who engaged in contracting and building. John Fairfield, the subject of the sketch, was educated in the public schools of Boston up to his eighteenth year, when he began the study of law under the preceptorship of Hon. Henry W. Paine, and was admitted to the bar in 1879. He then followed the practice of his profession in Boston until 1881, when he removed to Dakota and engaged in the raising of cattle, with a herd ranging from 300 to 500 head. After close attention to the business, he sold his interests, and, locating at Miles City, Montana, he resumed the practice of law, continuing until December, 1889, and being associated with Hon. W. A. Burleigh. In the year just noted he removed to Seattle, where he has since been engaged in a general practice. Having had considerable experience in criminal law, he has been connected with some of the most prominent criminal cases in the State, and through his ability and uniform success has built up an extended and lucrative practice. He is president of the Donohue & Fairfield Gold Mining Company, which owns a number of valuable mines under development in the Peshastin mining district in Kittitass county.

Mr. Fairfield was married in 1879, to Miss Mary Hudson of Boston, and to them have been born three children: John, Jr., Frederick and Florence. Fraternally Mr. Fairfield is a member of no orders. Politically he is a Democrat, and, carrying the same enthusiasm into a political campaign that he does into a legal contest, his presence is a forceful influence in whatever direction his sympathies and enthusiasm are enlisted.

Mr. Fairfield has been connected with newspaper enterprises of the West to a considerable extent, having been editor and proprietor of two papers.



HONORABLE JOSEPH R. LEWIS was born in London, Ohio, September 17, 1829. His great-grandfather was a native of Wales, and emigrated to Pennsylvania at an early day. Colonel Philip H. Lewis, the father of our subject, was born in Pennsylvania, but in boyhood emigrated with parents to Adams county, Ohio, subsequently

removing to London, Madison county, where he met and married Miss Abigail Melvin, a native of east Tennessee and a descendant of the Huguenots of the Carolinas, formerly from the province of La Vendee, France. Colonel Lewis was engaged for some thirty-odd years in hotel keeping at London. He was a large man of commanding presence and prominent in the affairs of the State and county. He served as Sheriff of his county for several terms; was several times elected as a member of the Senate and House of the Ohio Legislature; was well-known all over the State and had much to do in shaping the laws and policy of the State Government. During the sessions of court Colonel Lewis' house was headquarters for the bar which in those days traveled the circuit, and during the times of court congregated about the houses and discussed the affairs of State and nation and "cracked jokes." Among the wise men were the Swans, Wilcox and Parsons, of Columbus; General Sampson, Mason and Anthony, of Springfield; Corwin, of Urbana; Douglas, of Chillicothe, and other distinguished lawyers of the State. In this school young Lewis acquired a desire for the law and an admiration for lawyers. His mother was a large woman, active and earnest. She was a member of the Methodist Church for seventy-five years, and died in the faith. She was charitable and earnest in the affairs of her church, a devoted wife, a fond mother and devout Christian. Up to his thirteenth year young Lewis attended the common schools of his native town. His father was then stricken with palsy, and not being blessed with sordid riches of life, Joseph R. was thrown upon his own resources and worked about the town at whatever employment he could get during the summer, and in the winter attended the academy at London. At the age of seventeen he engaged in teaching in the common schools of the county and did a great deal of general reading, besides taking up the study of law under the preceptorship of Honorable Richard A. Harrison, of London, now a distinguished attorney of Columbus, Ohio. The subject of this sketch was admitted to the bar in the circuit court of Ohio at Chillicothe in 1854, and at once proceeded to the (then) "West,"—the State of Iowa.

Arriving in that State in 1855, without funds, he taught school four months and then proceeded to Washington, Iowa, and commenced the practice. Court was held infrequently and

of but short duration, and to enable him to get along he engaged in the Recorder's office in that place for some two years. He was present at the organization of the Republican party in Iowa City in 1856, and in August following was elected as Prosecuting Attorney for Washington county, and served until 1859, then engaged in active practice in Washington and surrounding counties. He took an active part in the affairs of the young State and worked for men and principles of the Republican party. He was in Iowa during the great Lincoln campaign of 1860.

After the election of General Grant in 1868, Mr. Lewis' health broke down, and on April 15, 1869, he was appointed by the President as Associate Justice of the Supreme Court of Idaho, and proceeded to Boise City in that Territory, in May, 1869. He held court the first year in Silver City, the Owyhee Mining District and at Boise City, and in 1870 organized a court in southeastern Idaho at Malad City, where he held two terms. May 25, 1871, he was appointed Associate Justice of New Mexico, but did not accept the appointment, and in the fall of that year he engaged in the practice of law in Boise City, continuing to March 21, 1872, when he was appointed Associate Justice of the Supreme Bench of the Territory of Washington, and in April following he proceeded to Walla Walla, the first judicial district to which he was then assigned. At that time the whole of eastern Washington constituted but one district. He held court at Walla Walla and Cottonville, and in 1872 organized other courts in the district. Without any effort on his part, upon January 26, 1875, he was appointed as Chief Justice of the Supreme Court of the Territory, and in April of the same year moved to Seattle, where he has since resided. He held court at Seattle, Tacoma, Steilacoom and Snohomish, and as Chief Justice of the Supreme Bench attended terms of that court at Olympia. He served one full term of four years as Chief Justice, and in July, 1879, joined the bar of Seattle.

He at once entered an active and lucrative practice, and has at all times taken a great interest in the affairs of the city and State. He was active in building up the superior school system, and was earnest in defending the city against the attacks from without. During the controversy between Seattle and the Northern Pacific Railway Company in 1885, he was

elected a member of the Territorial House of Representatives to look after the interests of the city and county in that body. In 1887 he retired from general practice, but acts from time to time as counsel in cases of moment.

In 1883 he organized the First National Bank of Yakima, and served as its president until November, 1889, when he disposed of his stock and resigned. He was one of the early stockholders of the First National Bank of Seattle, acted as attorney and for a time as president, but subsequently sold his interest. He was also one of the incorporators of Dexter, Horton & Company, bankers, in 1887, but has since disposed of his interest.

Judge Lewis was married in Washington, Iowa, in January, 1859, to Miss Mary A. Chapman, a native of Iowa and of English descent. They have two children: Howard W. and Joseph C. The Judge retired from active practice in 1887, and has since been engaged in looking after his personal interests. He has been active in improving residence and business property in Seattle, and his best efforts have always been enlisted on the side of enterprise and development. During his seven years of service upon the Supreme Bench of Washington, he never missed a term of court, with one exception, when he was prevented by Indian troubles, and no decision made by him was ever reversed while he was on the Supreme Bench.



JOHN ARTHUR, member of the law firm of Arthur, Lindsay & King, of Seattle, is of Anglo-Irish descent, born in Ireland, June 20, 1849. While he was attending school in England his family suffered reverses, and to retrieve their fortune he emigrated to the United States, in 1861, to improve the opportunities offered by a free and independent people.

Locating in Westmoreland county, Pennsylvania, he continued his studies, which had been well founded in the older country, and subsequently accepted a position as bookkeeper and store clerk for a railroad contractor. Upon the completion of the work young Arthur entered the service of the Pennsylvania Railroad Company on the Philadelphia & Erie line, and was soon promoted to a position of trust and responsibility. It had been one of his youthful am-

bitions to follow a literary life, until reversed fortune changed his plans. Subsequently deciding upon a legal profession, he studied law, in Erie, Pennsylvania, under the preceptorship of Hon. John P. Vincent, ex-Presiding Judge of the Erie Judicial District. Being an apt student, Mr. Arthur made rapid progress, and in due course was admitted to the bar.

Desiring a higher education, he removed to Washington, District of Columbia, and entered the law school of the Columbian University and completed the regular and post-graduate course of two years each. Upon his graduation, in the second year, as Master of Laws, he was awarded the first prize of the school in competition for producing the best essay upon a legal subject. The prize was delivered to him in the presence of the President of the United States, with his cabinet and the Judges of the Supreme Court. The presentation was made by the Solicitor-General in behalf of the Attorney-General, who complimented Mr. Arthur for his able and scholarly production, and shortly afterward moved that Mr. Arthur be permitted to practice before the Supreme Court of the United States, which was an unusual mark of favor and interest. During these years of study Mr. Arthur was engaged on legal work for the Government. Upon resigning his position he was tendered the United States Attorneyship for New Mexico, which he declined. He entered upon the practice of law in the city of Washington, and was immediately successful; meanwhile he became an enthusiast on the Puget Sound country and resolved to remove to that favored locality.

While engaged in Pennsylvania, in 1883, in organizing a colony for Seattle, he was offered the Attorneyship for the Tacoma Land Company, which he accepted and removed his family to that city. In April, 1887, he removed to Seattle, where he has since resided, and conducted an extensive practice in land litigation, to which branch of law he gives particular attention. In recognition of his ability, in 1888, he was elected Secretary of the Seattle Bar Association and vice-president of the State Bar Association, which offices he still holds; and he is also an active member of the Chamber of Commerce.

He was married at Philadelphia, in December, 1880, to Miss Amy A. Lane, daughter of Honorable William S. Lane, a prominent lawyer of that city. Their only child died in infancy. Mr. Arthur is prominently connected

with the Masonic order, being a member of the bluelodge, Royal Arch chapter, and commandery, York rite; also thirty-second degree, Scottish rite, and of the Mystic Shrine. In politics he is a decided Republican, but is no sense a seeker for political preferment. He is chairman of King county Republican committee and President *pro tempore* of the State Board of University Land and Building Commissioners, of which the Governor is president *ex officio*. Mr. Arthur takes an active interest in public affairs and through his general fund of information is frequently called upon to address public gatherings. He is a devout believer in the future greatness of Seattle; and is still imbued with his early impressions that Washington possesses greater natural advantages than any other State in the Union.



GEORGE A. REICH, M. D., a successful practitioner in the city of Seattle, and eminent as a specialist in treating the eye and ear, was born in Breslau, Germany, in January, 1846. His ancestry were long resident of that locality and for years have been connected with the Government service in civil positions. George A. received his preparatory education at the gymnasium of Breslau and then entered the university, where he pursued the advanced studies in literature, and also prosecuted the work in the medical department and graduated therefrom in 1869. He then entered the German army, during the closing months of the Franco-German war, and served until 1870, when he crossed the Atlantic ocean to New York, thence coming by the Panama route to San Francisco, California. He then went to the mining district of Arizona near Prescott, but the Indians were too hostile to permit the carrying on of mining operations, and he was appointed Assistant Surgeon in the United States army and stationed at Camp Verde near Prescott, where he remained about one year, then returned to San Francisco and became associated with Dr. W. Smith, a prominent oculist of that city, with whom he remained about twelve years. In 1877 he attended a course of lectures in the Medical Department of the University of California and received his degree from that institution. In 1884 the partnership was dissolved, and Dr.

Reich came to the Puget Sound district. First locating in Tacoma, he remained one year, and in 1885 came to Seattle, where he has since been established in active practice as a specialist of the eye and ear. In 1887 he made a trip to Europe to gather new ideas of treatment from the hospitals of Berlin and Breslau, and he has made frequent trips to New York city, in consultation with Dr. H. Knapp, the recognized leader of the profession in this and all other countries.

Dr. Reich was married in San Francisco in 1882, to Miss Elizabeth Chissman, the land of whose nativity is England. Socially Dr. Reich affiliates with the German societies and the A. O. U. W. He is also a member of the State and Seattle Medical Societies.

As a scientific writer, the articles from the pen of Dr. Reich find ready publication in the medical journals of America and Germany, and in his profession he holds an enviable position throughout the Northwest.



COLONEL HENRY LANDES, President of the First National Bank of Port Townsend, and one of the foremost self-made men of the Northwest, was born at a small town in Germany, October 8, 1843, but his earliest recollections are of Kentucky, to which State he emigrated with his parents when but four years of age. In Kentucky our subject grew to manhood, and while pursuing his education he also developed the spirit of adventurous ambition, which led him, on the 1st of October, 1861, to break away from the restraints of school; and, being opposed to the principles of slavery and secession, he enlisted in Company B, Twentieth Kentucky Federal Infantry. In that regiment he served his country faithfully and well for over three years, and participating in all the principal battles from Shiloh to the capture of Atlanta, after which, at the close of his enlistment, he was honorably mustered out of service. In 1870 he pushed west until he reached the Pacific coast at San Francisco. He then proceeded to Victoria and thence to the Ominica gold mines of British Columbia, where he followed placer mining for about eighteen months, then returned to Victoria, financially "broke." There he met Boscovitz Brothers, who knew his fam-

ily in Germany; and as Mr. Landes was a man of fine physique, he was sent by Boscovitz Brothers to Neah Bay to take charge of their trading post; in which after three years of laborious but successful work Mr. Landes received an interest, and continued the business profitably up to 1876, when he removed to Port Townsend and there engaged in business, in which he continued two years, then sold his interest and engaged in private banking and the loaning of money.

In 1883 he organized the First National Bank and became its president, in which office he has since continued. He has also taken an active part in the enterprises of city development, and owns property all over the Sound country. With the organization of the Board of Trade he was elected president and served four years. In politics he is a Republican. He has served four years as member of the City Council, during which time he was many times acting Mayor. He served three years as City Treasurer, and three years as member of the Public School Board, and during the latter service he was actively instrumental in reorganizing and grading the city schools.

In June, 1884, Colonel Landes was appointed by Governor William A. Newell to the important position of member of the Board of Commissioners to locate the new Territorial penitentiary. In March, 1885, he was appointed by the Secretary of the Treasury a member of the Board of Commissioners to locate Port Townsend's present Government buildings. In September, 1885, he was commissioned by Governor Watson C. Squire, a member of the Governor's military staff, as Assistant Adjutant-General, with the rank of Lieutenant-Colonel. In February, 1886, he was appointed by Governor Squire a commissioner to select a suitable site for the deaf and dumb asylum.

He was one of the incorporators, and was elected Treasurer of the Port Townsend & Southern Railway Company, which was organized in 1887 to build from the Strait of Fuca to Portland. On the 29th of April, 1889, he was commissioned by Governor Miles C. Moore as Quartermaster-General, with the rank of Colonel of the National Guard of Washington. On October 1, 1889, he was elected, from the district composed of Jefferson, Clallam and San Juan counties, to the first State Senate. While there he served as Chairman of the Military Committee, Tide Land and other committees, and

took an active interest in shaping the laws of the new State. May 12, 1890, he was commissioned by Governor Elisha P. Ferry as Paymaster-General, with the rank of Colonel, National Guard of Washington. March 7, 1892, he was appointed by Governor Ferry as a member of the Board of Health of Puget Sound and was elected president of that body. April 6, 1893, he was commissioned by Governor John H. McGraw as Paymaster-General, with rank of Colonel, National Guard of Washington.



GENERAL WILLIAM McMICKEN, ex-Surveyor-General of the Territory of Washington and a resident of the city of Olympia, was born in Youngstown, Niagara county, New York, January 1, 1827. His father, Charles McMicken, was a native of Scotland and emigrated to the West Indies, where he followed civil engineering upon the island of Tobago up to 1816, when he came to the United States and continued his profession. He was married in New York, to Miss Helen Jordon, of English descent, and resided in Porter until 1836, when he removed to Medina county, Ohio, and there passed the balance of his life. William was educated in the schools of Ohio, and with his father learned the profession of engineering, and with an uncle the trade of cabinet-making. In 1847 he left home and went to Lake Mills, Jefferson county, Wisconsin, and purchased an interest with E. Beatty & Company, manufacturers of farm machinery. Through his connection with farmers, and realizing the increased values of improved farm lands, he desired to engage in that occupation, and selling his interest, in 1854, he removed to Dodge county, Minnesota, purchased 640 acres of wild prairie land and began development, making his residence chiefly at Mantorville, the county seat. He broke up 560 acres of his farm, sowing annually about 400 acres to wheat, continuing the farming operations very successfully until 1869, when he sold out. In 1858 he was elected Recorder of Dodge county, and re-elected in 1860.

With the breaking out of the war he aided in recruiting Company B of the Tenth Minnesota Volunteer Infantry, and was commissioned First Lieutenant, Colonel J. H. Baker in com-

mand. Their first service was in Missouri, until the Sioux outbreak in 1862, when the regiment was returned to Minnesota to subdue the Sioux Indians. They were subsequently forwarded to the Department of Tennessee, Sixteenth Army Corps. In 1863 he was on detailed service as Provost Marshal at St. Louis, and was promoted to the rank of Captain. He served under Generals Schofield, Rosecrans and Thomas, and after the battle of Nashville in December, 1864, the regiment was sent to the Department of the Gulf under General E. R. S. Canby. After the capture of Mobile, they marched through Montgomery, Jacksonville, Vicksburg, and then returning to Fort Snelling, Minnesota, they were mustered out in September, 1865. The Captain was then appointed Assessor of Internal Revenue of the First Congressional District of Minnesota, with headquarters at Mantorville. He discharged the duties of that office for six years. The hardships and privations of the war were upon the Captain, and, owing to ill-health, in 1871 he resigned, and by the advice of his physician sought the milder and more equable climate of Washington Territory. At Kalama he entered the employ of the Northern Pacific Railroad, and was stationed there during the construction of the road between the Sound and the Columbia river.

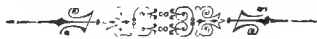
In the spring of 1873 Captain McMicken was appointed by President U. S. Grant as United States Surveyor-General for Washington Territory, and entered at once upon the duties of that office. He was re-appointed by President Hayes, and later by President Arthur, serving continuously for nearly fourteen years, and during his last term was officially the oldest incumbent of that office in the United States. Among the more prominent surveys during his term of office was that of the San Juan group of islands, the title to which was determined by arbitration with Great Britain. He also surveyed the Indian reservations and subdivided them into tracts of forty acres each, for allotment to the Indians, forty acres being given to each man, woman and child. The special coal, timber and stone surveys, under special acts of 1873 and 1878, were conducted under his supervision. He also directed the surveys of the Palouse country and Big Bend of the Columbia river in eastern Washington. According to his suggestion and recommendation the meander line of lands bordering upon the Sound and tide lands was placed at mean high tide.

After a long and unprecedented term of service, the General retired, in 1886, and was then appointed Territorial Treasurer by Watson C. Squire, Governor of the Territory, and in that capacity served two years, when he retired from public service, which had been continuous for nearly twenty-five years.

General and Mrs. McMicken have three children: Herbert, engaged in real-estate business in Seattle; Maurice, attorney in Seattle; and Nellie, wife of Frank Dayton, hardware merchant in Portland. Mr. and Mrs. McMicken reside on the southwest corner of Tenth and Columbia streets, in the second oldest frame house in Olympia, the same having been erected, about 1860, by James Tilton, the first Surveyor-General of the Territory, and having been subsequently purchased by General McMicken. It commands a beautiful view of the bay city and mountains, and surrounded by a well kept lawn is one of the most attractive homes of the city.

The General is a distinguished Mason, having passed all the intermediate chairs; he is now Eminent Commander of Olympia Commandery, No. 7; Grand High Priest of Royal Arch Masons, Jurisdiction of Washington, and Past Deputy Grand Master of the State. He is a member of George H. Thomas Post, No. 5, G. A. R., Past Senior Vice-Commander of the Department of Washington, and a member of the Loyal Legion, Commandry of Oregon. For recreation the General is devoted to his dog, gun, and rod, and for fifteen years has been President of the Olympia Rod and Gun Club, and is one of the most expert marksman in the State.

Thus briefly is portrayed the life of one of Washington's most distinguished citizens,—one whose reputation has been made by years of faithful, conscientious service, and is now passing his declining years surrounded by all the comforts of life, and in the enjoyment of the honor and respect of a large circle of acquaintances.



THOMAS JACKMAN, one of the representative business men of Port Townsend, who has taken an active part in the development of the city, was born at Dittisham, Devonshire, England, February 14, 1834. He was the youngest of seven children and is the only survivor of his family. His father was

a sea captain and in early life our subject became enamored of a like occupation, and at twelve years of age left home and followed the sea for three years, leaving his ship at Buenos Ayres, South America, where he became interested in the sheep business, first as employee and later proprietor, continuing up to 1855. He then returned to the sea, and, with a brief experience upon the great lakes, landed at San Francisco in 1858. He then started for the scene of the Fraser river excitement, but on arrival at Port Townsend in January, 1859, engaged in the revenue service on the Jefferson Davis. In 1861 and 1862 he visited the Cariboo and Stickeen mines, then returned to the revenue service as Master of the cutter, Joe Lane, and continued until 1863, when he was offered a commission in the revenue service, but decided to return to private life. He was then placed in charge of the United States Marine Hospital at Port Angeles, and one year later became Inspector of Customs under Doctor Gunn, collector, and discharged the duties of that office about eighteen months. He then purchased 160 acres of valuable land at the head of Port Angeles bay and engaged in farming. In 1869 he entered into mercantile life, was appointed Postmaster and also secured the mail contract between Port Townsend, Dungeness and Port Angeles, making weekly trips. In 1873 he closed out all interests and removed to Port Townsend, where he engaged in business, which he has continued at intervals with very great profit. In 1878 he engaged in canning clams, but, without knowledge of the business, and associates proving incompetent, the enterprise was not successful. In 1879 he tried speculation in mining securities at San Francisco, through which he suffered heavy loss, but through similar investments in later years he realized a very large return. In 1889 he became a member of the Eisenbeis syndicate, composed of Charles Eisenbeis, Henry Landes, R. C. Hill, Joseph A. Kuhn, and the subject of this sketch. They purchased 800 acres west of town known as the Eisenbeis addition, which has been cleared, platted, and much of it sold for building purposes. They are also the builders of the Eisenbeis Hotel, and have brought about many other notable local improvements.

Mr. Jackman was one of the directors of the Port Townsend Motor Railroad Company, which built the first street railroad in the city. He is a director of the First National Bank;

director of the Port Townsend Southern Railroad, and was an active organizer and the first treasurer of the Port Townsend Steel Wire and Nail Company, besides taking a foremost part in the many other enterprises of city development.

He was married at Port Angeles, in 1865, to Miss Cynthia J. Smith, native of Illinois and sister of Hon. Victor Smith, who came to Puget Sound in the fall of 1861 as Collector of Customs, by appointment of President Abraham Lincoln. Mr. and Mrs. Jackman have no children surviving. At present (1893) Mr. Jackman is president of the Mt. Olympus Water Company, a position he also filled two years ago.



FRANK H. OSGOOD, one of the most successful and enterprising citizens of Seattle, was born in Charlestown, New Hampshire. After completing his education he engaged in business in Boston, Massachusetts, where he remained until 1882. In that year he made the tour of the Pacific coast, with a view to investments and business opportunities. Traveling through California, Oregon and Washington, he duly arrived at Seattle, which was the first city he found to fulfill his expectations. After making some investments, and having investigated enterprises, railroads, etc., Mr. Osgood returned to the East, closed up his affairs and again visited Seattle. The first street railroad was then under discussion, and after franchises were secured Mr. Osgood became interested, and aided in the incorporation of the Seattle Street Railway. He was elected its president and manager, and proceeded to build the road, which was operated with horses about five years, it being the first Street Railway constructed in Washington Territory. During this time he became convinced that electricity was to be the coming power, although no roads were then in successful operation.

In 1887 Mr. Osgood again visited the East, reviewing such short lines of road as were then in operation, and while conferring with a company of railroad men in Boston he announced his convictions regarding the utility of electric power, but found no supporters. Regardless of opposition, Mr. Osgood returned to Seattle, where he met still further opposition by his

own associates. Still he went carefully and systematically to work to convert the horse railroad to the electric system. Commencing in 1888, he completed the system the same year, it then being the first electric railway west of Omaha and one of the earliest successful ones in the United States, and after demonstrating the successful application he then received the most cordial support from his friends in Seattle, and was also complimented upon his foresight by the railroad men of Boston. Since perfecting his own system Mr. Osgood has engaged quite extensively in building electric roads throughout the Northwest, and has done more or less work in every city where the electric system is now in use. In 1890 he built an electric plant in Victoria, British Columbia, for illuminating purposes, and is now lighting the larger part of the city. He was one of the original promoters and stockholders of the Seattle, Lake Shore & Eastern Railroad, and served as its treasurer until the road was sold; was one of the organizers of the Washington Improvement Company; was instrumental in building the first canal between Lakes Union and Washington; and has also rendered substantial aid in minor enterprises, always having stood with the foremost in giving of his substance in the upbuilding of the city.

Mr. Osgood married Miss Georgina B. Arquit, a native of Brooklyn, New York. Mr. Osgood is a gentleman of modest demeanor, but of great persistency of purpose, and to his foresight, sound judgment and enterprise is due the vast electric-railroad development of the Northwest.



AH. WOOLERY, a resident of Sumner, Pierce county, Washington, was born in Lexington, Fayette county, Kentucky, February 16, 1825, and is the only one now left of a family of eleven children. The Woolery family moved to Palmyra, Marion county, Missouri, when A. H. was seven years of age, and there he lived on a farm for twenty-one years. In 1853 he crossed the plains with an ox team, came direct to the Puyallup valley and settled on a donation claim of 320 acres, located one mile from where Sumner now stands. Here he engaged in farming until 1875. That year he turned his attention to hop-

raising, in which he was successfully engaged for some time. He now has his farm leased and makes his home in Sumner.

Mr. Woolery was married in 1848 to Mary Ann Whobrey. They have been members of the Baptist Church for forty-six years.

Mr. Woolery's father, Francis Woolery, was a farmer and was of German descent. He died in Marion county, Missouri, in 1856.



JACOB FURTH, cashier and manager of the Puget Sound National Bank, and one of the most able financiers of Seattle, was born in Bohemia, province of Austria, in November, 1840. His education was chiefly acquired in the activities of life, as at the age of thirteen years he was sent to Buda-Pesth to learn the trade of confectioner, and when seventeen years of age he started for the United States, traveling direct to California, where his brother, S. Furth, was then located. On arrival, Jacob went to Nevada City and spent six months in the public school, learning the English language; then as clerk entered the clothing store of Block & Co., and there remained until 1863, securing a practical education in business requirements. In 1863 the store was destroyed by fire, and subject found occupation in a general merchandise store at Shingle Springs, El Dorado county, up to 1868, when he went to North San Juan and became a member of the mercantile firm of Harris & Co. Shortly after they established a branch house at Colusa, and conducted a very successful business up to 1876; then Mr. Furth purchased the entire interest, and continued the same until 1883, when he sold out and retired from mercantile life. He then removed to Seattle and organized the Puget Sound National Bank, with a capital of \$50,000. Business commenced on August 1, 1883, with Bailey Gatzert, president, and Jacob Furth, cashier and active manager. February 1, 1889, the capital was increased to \$150,000, and February 1, 1891, to \$300,000, with a surplus at this time (October, 1892) of \$95,000. At the end of the first calendar year their deposits amounted to \$89,000; at the end of ninth, \$1,545,000. While this bank has engaged the active attention of Mr. Furth, he has also been enlisted in furthering other enterprises. In 1887 he was one of the organizers and is still

the president of the First National Bank of Snohomish, with a capital of \$50,000. He also assisted in the organization of and is still connected with the management of the First National Bank of Whatcom: capital \$50,000; the Ellensburg National Bank: capital \$50,000; the People's Savings Bank, of Seattle: capital \$100,000; the Bank of Montezuma, Chehalis county: capital \$75,000; the Scandinavian American Bank, of Seattle: capital \$75,000; and was one of the moving spirits in organizing the Seattle Clearing-House Association in 1889, and has continued in the office of president. He is also a stockholder and director in the Front Street Electric Railroad, the Madison street cable line, and the Second street electric system. He is president of the California Land and Stock Company, with a capital of \$300,000. They own 13,000 acres of land in Lincoln county, Washington, and are engaged in farming and stock-raising.

Mr. Furth was married in Shingle Springs, California, in 1865, to Miss L. A. Dunton, of Indiana. Three children have blessed the Union: Jennie E., wife of E. L. Terry; Anna W. and Sidonie E. Socially, Mr. Furth affiliates with the Masonic order. He has taken no active part in politics, as business interests have occupied the best efforts of his life. He owns valuable property in the city of Seattle, and has recently completed a handsome residence on the corner of Ninth and Terrace streets.

Such is a brief synopsis of the life of one of Seattle's successful financiers, one who by personal effort has overcome many obstacles, and, by maintaining a fixed purpose, has received a well-merited reward.



BM. SPINNING, a farmer residing near Sumner, Pierce county, Washington, is one of the representative men of his vicinity, and of him we present the following brief sketch in this work.

Mr. B. M. Spinning was born in Fountain county, Indiana, August 7, 1829, son of Isaac N. Spinning, a farmer and a Yankee. The subject of our sketch lived in Fountain county until he was twenty-two years of age, attending the schools of that place and working on a farm. He started across the plains for the far West,

March 24, 1851, and after a long and tedious journey arrived at Portland, Oregon, September 24, 1851. There he worked as a teamster during the winter, and the following spring went to Rogue river mines in the southern part of Oregon, where he remained until September 1, 1852. Then he spent a short time in Portland and from there went to Lewis county and at a place about three and a half miles from the present city of Chehalis he took a donation claim to 160 acres. After farming there about six years, he came to Pierce county and took a claim about seven miles from the city of Tacoma. The following four years he was employed in a sawmill owned by Andrew Byrd. Next, we find him on a reservation, twelve miles west of Olympia, as agent and teacher to 500 Indians. He taught the Indians to farm and do other kinds of work, and was thus employed for two years. Then he turned his attention to lumbering on Puget Sound, where he did a successful business about eight years. His next move was to his present location in Pierce county, and here he has been engaged in agricultural pursuits ever since.

Mr. Spinning was married in 1854 to Mary J. Castro, and they have two children.

He takes a commendable interest in public affairs. For two years he has served as County Commissioner of Pierce county and for four years has been Justice of the Peace.



HIRAM BURNETT, one of the well-known pioneers of the Puget Sound country, and an honored citizen of Seattle, was born at Southburg, Massachusetts, July 5, 1817. His parents were Charles and Kezia (Pond) Burnett, both natives of the Bay State and descendants of pioneer ancestry, all of whom followed agricultural pursuits.

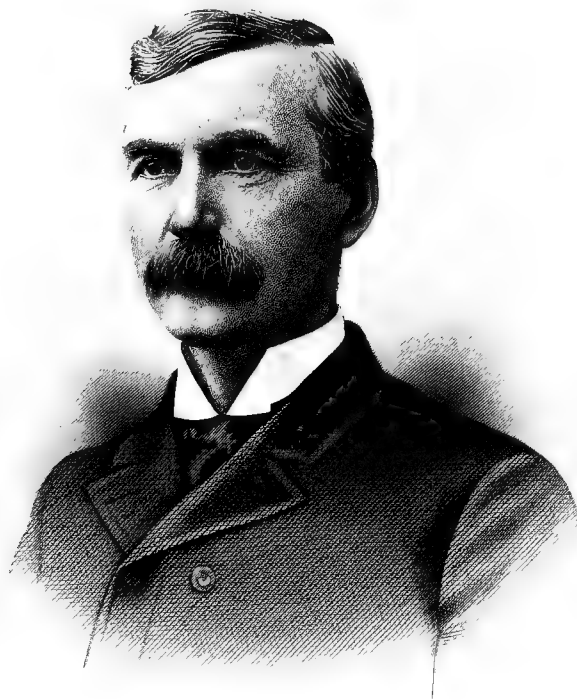
Our subject was educated in the public schools of Southburg and at the city of Worcester, Massachusetts. At the age of eighteen years he began learning the carpenter's trade, and after four years of service went to Rhode Island, where he continued in that occupation. He was married in Lowell, Massachusetts, in 1845, to Miss Elizabeth M. Gibbs, and continued to reside in the State of Rhode Island until 1852, when, after providing comfortable arrangements for his family he started for Cali-

fornia. Duly arriving in San Francisco, he found ready employment in one of the planing mills at \$7 per day. He remained in San Francisco until 1855, and then came to Port Gamble, under engagement with the Puget Mill Company, as superintendent of their planing mill. In 1856 he returned to the East for his family, but instead of returning at once to the Pacific coast he located in Kansas. After a short time, however, he became dissatisfied with that State, and in 1858 he removed to Puget Sound again, returning to the employ of the Port Gamble mill, in his old position of superintendent.

In 1862 he removed his family to Seattle, in order to improve the educational advantages of his children. At that time he purchased four lots on Fourth street, between Marion and Columbia, and subsequently added two more lots, at an average price of \$100 each. His was the first house erected on Fourth street. After thus providing a home for his family, he returned to mill work in various localities, at which he continued until 1878, when he retired from active labor and permanently settled in Seattle and began improving his property, which is now well covered with substantial houses for tenants. In 1880 he bought ten acres of land at Edgewater, in Lake Union addition, which he subdivided and sold for residence purposes, except four lots on the corner of Richard and Henry streets, upon which, in the summer of 1890, he erected an elegant and spacious residence, overlooking the beautiful lake, where he now resides in the full enjoyment of the fruits of his labors, accompanied by his dear wife, the companion of his pioneer struggles. Two children have been born to Mr. Burnett and wife, one of whom survives,—Charles H.,—who is superintendent of the South Prairie Coal Company at Burnett, Pierce county, and who is active in the coal development of the State.

Politically, Mr. Burnett is a staunch Republican. While at Port Gamble he served as Justice of the Peace, and for ten years as Probate Judge, and has also served a term as Commissioner of King county.

Mr. Burnett is the recognized father of Trinity Episcopal Church, of Seattle, which was founded in 1865, and the first church erected in 1869. He was one of the first Vestrymen, and served in that capacity and as Senior Warden up to 1889, when he withdrew to assist in the or-



A. Macintosh

ganization of St. Mark's Church, in which he has continued as Senior Warden. While in the performance of mill work about the Sound he was always active in Sunday-school work, and has done much pioneer work in that capacity, always exerting his influence on the side of morality and in the upbuilding of Christian institutions.

As a pioneer and citizen Mr. Burnett stands in the same relation to Seattle and the Sound country as such old citizens as A. A. Denny, Thomas Mercer, Henry Van Asselt, George Whitworth, J. J. McGilvra, Orange Jacobs, Dexter Horton, and many others, who are regarded not only as the pioneers but as the most honored men of the State of Washington to-day.



ANGUS MACKINTOSH, one of the ablest financiers of Seattle, dates his birth in Ontario, Canada, June 23, 1839. His father, Norman Mackintosh, was born in Inverness, Scotland, a descendant from that distinguished Scotch family of the Highlands. He emigrated to Canada and was there married to Miss Christine Morrison, also of Scotch descent, and after his marriage he remained in Canada and followed an agricultural life.

Angus Mackintosh was educated in the public schools of Ontario, and at the age of eighteen years began teaching school. He subsequently gained admission to the Huntingdon Academy in the Province of Quebec, and after one year of study there resumed his work of teaching, in Ontario, which he continued for three years. Then, considering the country too slow for one of his ambition, he went to Philadelphia, Pennsylvania, where he entered Duff's Commercial College, took a business course, and graduated in July, 1862. Soon afterward he joined a company of young men bound for Washington, District of Columbia, and there found employment in the commissariat department of the army, remaining till the spring of 1863, when he started for the lumber districts of Western Pennsylvania. Arrived at his destination, he engaged with Wolverton & Tinsman as scaler of logs. After a brief service, and with an increased desire for business, he went to Saginaw, Michigan, and was there employed for six years, becoming proficient in every department. Having accumulated a little

money by his honest industry, he invested it all in the lumber business. Soon, however, he discovered that the affairs of the business had been misrepresented to him, and he was defrauded of his hoarded savings. This reduced him almost to penury; but, with the invincible courage and iron resolution inherited from his ancestry, he decided to seek a new field of action and try his fortune on the Puget Sound. Accordingly he set out for the far West, and June 9, 1870, landed at Seattle, then a little hamlet of about 900 population. His first intention was to engage in the lumbering business here. Discovering, however, that a large capital was necessary for that purpose, he turned his attention to other things. Property values directed his attention to the recorder's office, and finding the records arranged without index he conceived the idea of preparing abstracts of King county, which he extended into Pierce, Island and Whatcom counties, and built up quite an extensive business. He also bought and sold real estate at this time, and being an expert accountant he was frequently called upon to settle complicated matters, for which he received large compensation. In 1877, as his business had increased to such proportions that assistance was necessary, he took in as a partner W. H. Reeves, establishing the firm of Mackintosh & Reeves. In 1878 they engaged in the banking business, which increased with marvelous rapidity, and in 1881 they sold out the abstract department. In 1883 their private banking house merged into the Merchants' National Bank, with a capital of \$50,000, and of this institution Mr. Mackintosh has since been president. In 1887 the capital stock was increased to \$100,000, and in 1891 to \$200,000, to meet the demands of the rapidly increasing business.

With the location of the terminus of the Northern Pacific Railroad at Tacoma in 1873, Mr. Mackintosh became one of the active promoters of the Seattle & Walla Walla Railroad Company, with a view of developing the New Castle, Black Diamond and Franklin coal mines, and ultimately getting a road across the mountains. He continued as a stockholder and director of the road, and subsequently was one of the committee to negotiate the sale to Henry Villard.

In 1880 Mr. Mackintosh, associated with I. Dobson and D. B. Denton organized the Seattle Lumber and Commercial Co., to manu-

facture lumber, door, sash and building material, with \$10,000 capital stock. They purchased a small mill, with a capacity of 15,000 feet per day, on Front street between Marion and Madison streets. They borrowed \$10,000 to improve the plant and increase the capacity to 40,000 feet per day, and \$20,000 additional to stock up. Fifteen months after starting they paid back all borrowed money and also began paying dividends, which dividends were continued at ten per cent. a month up to the time of the great fire of June, 1889, which destroyed their plant. In settling up their accounts they realized a net surplus of \$106,000. After the fire the property was improved for business purposes.

In 1886 Mr. Mackintosh was one of the leading factors in starting the Seattle, Lake Shore & Eastern Railroad Company, associated with D. H. Gilman and Judge Thomas Burke, and was a large stockholder and treasurer of the construction company until the road was built from Seattle to the national boundary, with a branch to the Snoqualmie region, about 280 miles.

In 1883 he organized the Seattle Safe Deposit & Trust Company, with a capital stock of \$100,000, and erected the office building at 701 Front street, four stories, with basement for the vaults. During the great fire of June, 1889, the building was destroyed to the foundation story, but on the following day the debris was sufficiently cleared away so that the vaults were opened for business, and they became the store-room for all the banks of the city until order was brought out of the existing chaos. They immediately constructed a seven-story building for offices and bank purposes. This was the first safe deposit company organized in the State. Mr. Mackintosh was elected its president and still holds that office. He is treasurer of the Seattle Trust Company, with a capital stock of \$500,000. He is also a stockholder in the Sidney Sewer Pipe & Terra Cotta Works at Sidney, and a number of industrial companies about Seattle.

Mr. Mackintosh is a man of family. He was married in Seattle, in 1871, to Miss Elizabeth Peebles, a native of New York, and they are the parents of two children, Kenneth and Gertrude, both being now students at the Leland Stanford, Jr., University at Palo Alto, California.

Socially he is a Knight Templar, F. & A. M., and was the first Commander of the Seattle

Commandery, which position he filled three years. He affiliates with the Republican party, although he has never been active in the political field, having given his chief attention to his various business affairs. Mr. Mackintosh is pre-eminently a self-made man. He began at the very foot of the ladder, has by honesty and perseverance advanced step by step until he has mounted the topmost round, and to-day stands in the foremost rank of successful business men and developers of the city of his adoption.

ALBERT B. HUNT, chief of the Fire Department of Seattle, was born near Grand Rapids, Michigan, April 12, 1861, son of James and Phoebe (Palmer) Hunt. They subsequently removed to Petrolia, Canada, where Mr. Hunt engaged in the distilling of oil from crude petroleum.

Albert B. remained with his parents up to his fourteenth year, and received a common-school education. He then started out for self-support,—first as clerk in a grocery store in Petrolia, where he remained three years, then started for Midland county, Michigan, to find occupation in a lumber camp; but one season satisfied his desires in that direction. He then engaged in farming until 1882, when he returned to the oil fields of Petrolia, and then found occupation at a receiving station, ultimately having charge of the station and becoming an expert on crude petroleum. He followed this occupation up to 1887, when he started for the Northwest territory and located at Seattle.

Here his labors began in running a stationary engine, and were continued up to October, 1889, when Fire Company No. 1 was organized. Being one of the original members, and having had experience in volunteer fire companies in Petrolia, he was elected Captain of the company, which embraced eight men, with an engine and hose wagon. This organization following so closely the great fire, they were temporarily stationed in a large tent on the corner of Third and University streets, where headquarters of the department were established until the completion of their fine building on the corner of Seventh and Columbia streets, to which they removed November 1, 1890. Mr. Hunt continued as Captain of the company up to November 1, 1892, when he was appointed Chief

of the Fire Department by the Fire Commissioners, and confirmed by the City Council. The department is now composed of five engine companies, one fire boat, capable of throwing fourteen streams, with a capacity of 8,000 gallons per minute, two truck companies in service and one in reserve, three chemical companies and two hose companies. The force consists of chief, one assistant chief, one superintendent of fire alarm, one supply driver, and seven paid uniformed men. There are sixty fire-alarm boxes in service, with thirty-six miles of fire-alarm wire, divided into three circuits. The engine houses are all lighted by electric lights and heated by steam. The headquarters building cost \$25,000, and is the most complete house in the Northwest. It is occupied by one engine company, one truck company, and one chemical company, with accommodations for the chief's buggy. Taken all in all, the department in skill and efficiency has no superior upon the Pacific coast.

Mr. Hunt was married in Petrolia, in 1882, to Miss Sarah McFarlane, a native of Canada. They have two children: Doran and John. Socially Mr. Hunt affiliates with the I. O. O. F. and K. of P.



CORNELIUS H. HANFORD, United States Judge for the District of Washington, was born in Van Buren county, Iowa, April 21, 1849. His parents, Edward and Abbie J. (Holgate) Hanford, were natives of Ohio, but were married in Iowa. Their ancestors were among the pioneer settlers of Connecticut.

Edward Hanford was an extensive farmer of Iowa, but in 1853 sold his possessions, purchased a prairie outfit, and, with family and friends, embarked for the great Northwest then known as Oregon. The trip was of the usual character, slow, toilsome and fatiguing, but, as the party was well equipped, the journey was accomplished in about four months. Leaving his family at Milwaukee, Mr. Hanford pushed on to Seattle, where his brothers, George and Seymour, and his brother-in-law, John C. Holgate, were already located. Having faith in the country and desiring to be near his relatives, he located his claim, and brought his family thereto in the summer of 1854; since then the name of Hanford has been synonymous with the development of Seattle.

C. H. Hanford was not reared in the lap of luxury. The Indian troubles of 1855-'56 destroyed the stock and improvements of his father, and the boys, of whom there were five, were thrown upon their own resources at an early age. Educational advantages were crude and imperfect; still, our subject attended the village school when not otherwise engaged. When he was twelve years of age the family moved to San Francisco, and there he secured employment as office boy, improving his evenings by attending the night school. He also took a course in the Commercial College, but otherwise he is entirely self-educated.

In 1866 the family returned to Seattle and young Hanford was employed for two years in carrying the mail to Puyallup. At that period the employment was not devoid of danger, and a brave heart and good horse were necessary to accomplish the weekly trip. In this occupation he demonstrated that courage which he evinced when but a mere child. During the Indian depredations of 1855-'56, the old sub-chief called Curley, made himself useful to the settlers and also imparted information as to the action of the hostiles. He said the people would all be massacred excepting H. L. Yesler and Dr. Williamson, who could be useful to the tribes, and the subject of this sketch, whom they wished to make their chief because of his courage. This conclusion was reached by Curley overhearing a conversation between the subject and an elder brother, who were sent upon an errand through the woods, to an uncle living on the shores of Lake Washington. Bear tracks were seen along the trail, and the brother made a pretence of being frightened and desired to turn back, but Mr. Hanford counseled to go ahead, and just then old Curley appeared from behind a tree, and, evidently supposing the play to be genuine, picked young Cornelius up in his arms and gazed into his blue eyes, which were met unflinchingly; he then took up his brother, a dark-eyed lad, and submitted him to the same test, then turned away with the muttered remark, "Blue-eyed boy very brave; dark-eyed boy a coward."

Completing his mail contract, our subject followed farming up to 1869, then went to Walla Walla, and passed three years in teaching school, with intervals at farm labor. He then desired to enter the stock business, but on account of ill health, returned to his home in Seattle to recuperate, and as his strength was

slow in returning, he abandoned the project and in the spring of 1873 engaged in the study of law in the office of George M. McConaha, and was admitted to the bar in February, 1875. Mr. McConaha was Prosecuting Attorney for the Third Judicial District, and having a large practice, young Hanford attended to the office work and received a practical education. After his admission to the bar a copartnership was formed and continued until Mr. McConaha lost his health. Mr. Hanford then continued alone for a time, subsequently becoming connected with Colonel C. H. Larrabee, Judge Roger S. Green, John H. McGraw and J. F. McNaught, all prominent characters in the history of Seattle.

In 1875 Judge Hanford was appointed United States Commissioner, and held that office to the following year, when he was elected to the Territorial Council. Serving one term, he declined to be a candidate for re-election, and gave his undivided time to his profession. In 1882 he was elected City Attorney of Seattle, and again elected in 1884-'85. From 1881 to 1886 he held the office of Assistant United States Attorney under Hon. John B. Allen, then United States Attorney, now United States Senator from Washington. In March, 1889, Judge Hanford was appointed Chief Justice of Washington Territory by President Harrison, and held that office until the admission of the Territory to Statehood, when his office lapsed; but he was at once honored with the appointment by the President to the office of United States Judge for the District of Washington. Though the State is young the work embraces as vast a variety of questions as any court in the United States, and as the Judge holds two terms of court each year,—at Seattle, Tacoma, Spokane and Walla Walla,—with frequent calls to sit in the Court of Appeals in San Francisco, his office is one of arduous labor, although to him one of exceeding pleasure, as the natural trend of his mind is logical and convincing, and the abstruse points of law are quickly conceived, readily understood, and so clearly and impartially applied as to preserve perfect harmony in the profession, and the sympathy and confidence of the people at large.

He was married in Olympia, in November, 1875, to Miss Clara M. Baldwin, a native of the Territory, and daughter of Andrew J. Baldwin, a pioneer of the early '50s. They have had eight children: Ada L., Elaine, Jessie, Edward, Ralph, Annie L., William and Harry.

In politics Judge Hanford is an ardent Republican. During the campaign of 1888 he was chairman of the Republican Territorial Committee, and led his party to a glorious victory. During the Chinese trouble of 1885-'86 he was a leader of the law-and-order class, and spent much of the winter in advising with Mayor Yesler and Sheriff McGraw, and in prosecuting those leaders who had committed or assisted in overt acts. The Judge was also a member of the Home Guards, and took an active part in the civic and social organization of Company E, First Regiment, and continued as a member of the company until called to the bench. After the fire of June, 1889, he was the first to publicly propose that the city should turn the disaster into a public benefit by widening and straightening some of the principal streets of the city. Thus by advice, counsel and material aid has Judge Hanford always advanced the interests of Seattle.

BOYD J. TALLMAN, one of the most widely known of the young attorneys of Seattle, was born near the town of Latrobe, Westmoreland county, Pennsylvania, October 4, 1858, being the third in a family of seven children, all of whom are living. His father, John Tallman, was born in the same house which was erected by the grandfather of our subject early in the present century. John Tallman married Ruth C. Boyd, a native of Westmoreland county, where her ancestors located at an early day, of Scotch-Irish extraction. The Tallman ancestors were from England and Germany, and all were engaged in agricultural pursuits. In 1862 John Tallman sold the old homestead and purchased a farm near Fort Ligonier, in the beautiful valley of the same name, where he still resides. This farm is near the old homestead of General Arthur St. Clair, of Revolutionary fame, who was living there at the beginning of the Revolutionary war. A portion of the old building is still standing. The boyhood career of our subject was similar to that of all farmers' sons,—working upon the farm during the summer and attending school during the winter months. After attending one term at the Ligonier Academy he began teaching school in the same township, receiving therefor the princely sum of \$25 per month. As he

boarded and lodged with his father he was enabled to save enough money to pay his way during the following summer at the Independent Academy, located in the same valley. For three years he taught in winter and attended the academy in summer, and at the end of that period had saved enough money to enable him to take a partial course in the Washington and Jefferson College, where were educated Hon. James G. Blaine, Hon. Jeremiah S. Black, Gen. James A. Beaver, and other men of national reputation.

Early in the life of young Tallman he resolved that some day he would become a lawyer, and after leaving college he took the preliminary step by beginning to read law, but before being admitted to the bar he removed to the Territory of Washington, arriving at Walla Walla May 1, 1885. He then entered the law office of Allen, Thompson & Crowley, but during the following winter taught school in Walla Walla county, at the same time continuing his studies. He was admitted to the bar in November, 1886, passing the proper examinations, and in February, 1887, removed to Seattle, where he has since resided, spending his first year in the office of Messrs. Burke & Haller, one of the leading law firms of the city. During the summer of 1887 there were indications that there would be a second outbreak against the Chinese in Seattle, a former riot having occurred in 1886. In order to render assistance in such an emergency he became a member of Company E, First Regiment National Guards, Washington, and continued an active member for four years. Upon two occasions during that period he was with his company in active service, once in suppressing a labor riot, and the second time in guarding the burned district of Seattle for two weeks, after the disastrous fire of June 6, 1889. He was frequently offered promotions in the company, but persistently declined.

In the spring of 1888 he opened a law office and engaged actively in practice, in which he has met with substantial success, having obtained a lucrative patronage, besides being retained by a number of the leading business houses and corporations of Seattle.

In politics he has always been an ardent Republican, and was a member of the first Republican State Convention, which met in Walla Walla in the fall of 1889, and has been a member of every succeeding convention. While being a strong partisan he is not a politician in the

sense of being an office-seeker, and he has never been a candidate for political preferment. In 1889, without having been consulted, he was nominated as a candidate for the Legislature; still he declined to run, notwithstanding the fact that King county was Republican, and that a nomination was equivalent to an election. During the year 1891, Mr. Tallman held the appointment as special Judge for the Superior Court of the State of Washington, for King county, and acted as such in the trial of a number of important causes. By his fair and impartial rulings, just decisions and courteous treatment of the attorneys and others who appeared before him, he won the respect and esteem of all, and demonstrated the fact that he is eminently qualified to fill any judicial position within the gift of the people of the State.

Mr. Tallman is a close student and zealous in his profession, to which he is devoting the best of his time and energies, and through which he has already made a name and reputation before the bar of Seattle.



SALEM WOODS, a successful farmer of Suohomish county, Washington, and a pioneer of the Northwest, was born in Arkwright, Chautauqua county, New York, September 15, 1831. His parents were Larkin and Jerusha A. (Skinner) Woods, both worthy and prominent people of the Empire State, who died as they had lived, enjoying the esteem of their fellow men.

The subject of this sketch, when eleven years of age, was deprived by death of his father, and was subsequently adopted by Dr. Gilman Kendall, a neighbor and worthy man, characterized by all the best qualities which distinguish the human race. Young Salem remained his foster father until the fall of 1849. In 1850, when eighteen years of age, Mr. Woods began boating on Lake Erie, in which business he was employed two seasons. He then went to work on the Panama Railroad, beginning in June, 1851, and after a month was taken sick, when he was forced to abandon employment. He returned from there to Ottawa, Illinois, and for the next two years was engaged in painting carriages.

At the end of this time, induced by the gold excitement in California to seek his fortune in

the West, he started across the plains in the spring of 1854 and reached his destination in September of the same year, after many difficulties and hardships. The following year was passed by him in the gold mines with varying success, after which he went to Stockton and worked for two years in a mill. In 1858 he started for Fraser river, British Columbia, and spent about another year in the gold diggings of that vicinity. At the end of that time, in January, 1859, he went to Steilacoom city, Washington, and there joined a party, hired by Philip Keach, of that town, to cut a trail from that place to Bellingham Bay, and was engaged in this employment for five months. He then located a claim of land, on which he resided until May, 1891. Subsequently Mr. Woods took a homestead and later a timber claim right, thus becoming one of the most extensive land-owners in Snohomish county. He recently built one of the handsomest residences on the upper waters of the Snohomish river, his valuable ranch being in keeping with this final adornment. This prosperity represents years of labor and intelligent management, together with wise and careful economy, and he justly deserves his success. In addition to this, he enjoys the respect of his fellow citizens, in consequence of his uniformly upright business methods and general courteous treatment of all with whom he comes in contact.

Mr. Woods is a man of family, having been married shortly after his arrival in Snohomish county to one of the most worthy ladies of that vicinity. Their union has been blessed by four children: Addie, now married to Mr. Peterson; Amarilla C., born April 12, 1862; Nora, born December 7, 1867; and Nelson A., born January 28, 1872. Washington has no more worthy representatives than the members of this family, who with Mr. Woods enjoys the confidence and esteem of all right-minded people, finding their happiness and reward in labor honorably performed and a prevailing sense of duty done.



J M. HART, the efficient and popular general manager of the Puget Mill Company's store at Utsaladdy, on Camano island, Washington, and a gentleman of long residence in the State, was born in Columbus, Ohio, June 19, 1866. His parents, F. J. and Eliza R.

(Wilson) Hart, resided until 1876 on a farm in the Buckeye State, where his father was a tiller of the soil. In the year mentioned the family joined the westward tide of emigration, coming to Port Discovery, Washington, where the father worked for three years in the mills. He then removed to Port Angeles, in Clallam county, near which town he bought a farm, on which he now resides, principally engaged in stock-raising, in which he is very successful.

The subject of this sketch resided with his parents until he attained his majority, attending school and learning telegraphy. In 1887 he came to Utsaladdy, on Camano island, and took charge of the telegraph department in the Puget Mill Company's office, at the same time acting as clerk in the store. It is a sufficient testimonial to his ability and worth that he was shortly afterward promoted to the position of general manager of this large establishment while still acting as telegraph operator. In these capacities he is still employed. The Puget Mill Company are agents for steam tugs which ply between the ocean and sound, manufacture lumber, timber and spars, and deal extensively in general merchandise. The company have large and diversified interests, having agents in San Francisco, besides mills at Port Gamble, Port Ludlow and Utsaladdy. A very large amount of business is conducted, the enterprise being one of the leading industries of the country. By intelligence, industry and correct principles Mr. Hart has attained an enviable reputation in his community, and although young in years is a man of rare business ability and experience and an excellent manager. His popularity in business is but an index of that which he enjoys in the community at large, as is attested by his appointment, in 1891, to the responsible office of County Commissioner, to which he was elected to succeed himself in 1892. That this confidence is well placed is attested by his long business career, extending over a period of nearly ten years, during which his actions have never been subject to question, much less to derogatory comment. That this can be said of few men is the more reason why credit should be bestowed on whom it is due, and it is gratifying to note that his fellow citizens are of the same opinion.

February 28, 1891, Mr. Hart was married to Nettie M. Moore, born in Machias, Maine, May 5, 1866, of an old and prominent family. Her parents, J. E. and Ellen (Campbell) Moore,

were born in 1820 and 1833, respectively, and the former died in 1889, the mother still surviving, in the enjoyment of universal respect and esteem. Mr. and Mrs. Hart have one son, Harrison J. Hart.

As in business, Mr. Hart is socially a favorite, his genial demeanor, liberality of sentiment and generous disposition combined to enlist the regard of those whom his more hardy qualities have attracted.



JOHAN GOULD, a well-known and respected resident of Oak Harbor, Island county, Washington, and a pioneer of the Northwest, was born at Phillipsburg, Warren county, New Jersey, April 24, 1823. His father, John A. Gould, was born at Philadelphia, February 28, 1797. April 26, 1820, he was united in marriage to Eliza Phillips, who was born at Phillipsburg, New Jersey, February 4, 1798. Her father was the founder of the town of Phillipsburg, where he and his family resided for many years. John A. Gould died at Phillipsburg, June 11, 1834, aged thirty-seven years, three months and fourteen days. His widow survived until July 5, 1874, when she passed away at Easton, Pennsylvania, aged seventy-six years six months and one day.

Thus, at the early age of nine years, the subject of this sketch was deprived, by death, of his father, and his boyhood days were passed in a far different and less auspicious way than they would have been had his father been spared to him. After the death of his father, our subject went to live with neighbors, doing such work as he could, in return for his board and clothing. During boyhood he drove mules on a canal in New Jersey for about one year, and, as he grew older, he earned money to support his mother and his younger brothers and sisters. When fourteen years of age he secured employment in a large nail factory and rolling-mill, where he did for three years the work of a man. He walked three miles, morning and evening, to and from his work, and labored twelve hours a day. The foundry and mills were in South Easton, Pennsylvania, and he made his home in New Jersey, and he was obliged to cross both the Delaware and Lehigh rivers. After three years in the rolling-mills he severed his connection there and appren-

ticed himself to a millwright, which latter occupation he followed during his residence in New Jersey, or until he was twenty-seven years of age.

At the end of that time, having heard of the gold excitement in California, he decided to try his fortunes in the far West, and accordingly, on May 13, 1850, he took passage from New York on the steamer *Georgia*, which had 1,100 steerage and 200 cabin passengers, all; like himself, bound for the new *El Dorado*. So great was the rush that he was detained two weeks in New York city before he could get a steamer, and was even then obliged to buy a ticket from another man, giving the latter \$70 to remain in New York and permit Mr. Gould to go in his place. On arriving at the isthmus, Mr. Gould came up the Chagres river as far as possible, and thence walked to Panama. Here he was again obliged to wait two weeks before getting a boat, at last securing passage on the bark *Circassian*, and as a memento of his voyage he now holds a receipt for hospital fees which he paid on board the vessel, which is dated on the bark *Circassian*, and reads: "Received \$2, hospital fees of John Gould. First Mate, W. Wilkinson, San Francisco, August 5, 1850."

After arriving in San Francisco, Mr. Gould followed mining and prospecting for two years. He then, in 1852, bought, in company with several others, the brig *Eagle*, which they fitted out for the gold fields, and set sail for Queen Charlotte's island via Puget Sound. Arriving at Portland, Oregon, Mr. Gould hired a man to take his place on the boat while the former remained ashore during the ship's absence. In the meantime Mr. Gould proceeded on the Columbia river to Cowlitz, and thence overland to Olympia, Washington, whence he afterward went to Whidby and Camano islands. In 1853 Mr. Gould built a sawmill at Tulalip Indian reservation, in Snohomish county, Washington, where he also acted as carpenter one year during his stay there. At the end of that time he took a claim of 160 acres, and in 1855, when the United States Government made a treaty with the Indians, his mill was closed and his land reverted to the reservation. He waited four years for the treaty to be ratified by Congress, when he was paid for his property in deficient currency. He then left all his interests there, where the old mill still stands, and secured work as ship carpenter. In 1858 he

went to the Fraser river mines, remaining there one season, at the end of which time he returned and again engaged in carpentry. The last contracting and building he did was the erection of the Freeport mill in West Seattle, Washington. He then bought a merchandise store on the Tulalip reservation, which he conducted two years, when he sold it and removed to the Stillaguamish river, where he opened another store of general merchandise, which he also conducted two years.

In 1868 he came to Whidby island and bought one-half of the Ebey donation claim of 640 acres, on which he engaged in farming, which occupation he followed successfully for several years. He then leased his farm and bought 320 acres more near Crescent Harbor, besides which he entered forty acres adjoining the latter tract, all of which he now has under good cultivation; but it is rented, as he does no farming himself, having retired from active pursuits. In addition to the land mentioned he also owns a large farm on the Evey landing. All his farms are rented.

Although not a politician in the strict sense of the word, Mr. Gould has enjoyed some prominence in public affairs, and has served his county efficiently as Commissioner and Treasurer, gaining in the various walks of life the universal esteem of his fellow-men.



GL. FORD, who is well known in commercial circles throughout Columbia county as the leading merchant of Covello, was born near Fayetteville, Washington county, Arkansas, July 26, 1865. Young Ford grew to maturity in his native county, and there became familiar with agricultural pursuits. During three summer vacations he was employed in a flouring mill, but retained a taste for farming.

In the spring of 1884 he came to Columbia county, Washington, and entered the employ of W. A. Muncy to do farm work. This occupation he followed five years, and at the end of this time purchased a tract of 160 acres near Covello. This he cultivated for two years, and then sold out and came to Covello, where he bought the stock and good will of the business started by J. W. Stevens, now a resident of Dayton, Washington. J. T. Turner purchased a half interest in this business, and afterward

became sole proprietor, selling out to Mr. Ford. He carries a general stock of goods, and has built up a large business, drawing his patronage from a territory within a radius of twenty miles. He possesses excellent qualifications for conducting the business, and has a wide circle of personal friends among his patrons.

He was married in Columbia county, January 20, 1892, to Miss Lottie Childers, a native of Colorado. Of this union one child has been born, a daughter named Edith. Mr. Ford is a member of the Knights of Pythias lodge of Dayton. Politically, he adheres to the principles of the Republican party.



FP. MILLER, a prosperous farmer of Oak Harbor, Island county, Washington, was born in Norwich, Connecticut, February 14, 1844. His father, K. Miller, was a native of Massachusetts, where he was born in the year 1805. In 1830, he was united in marriage to Esther Pierce, who was born in Massachusetts, in 1806. The father was engaged in farming and in working at his trade, that of carpentry, until 1853, when he determined to leave his eastern home and seek his fortune in the West, the land of promise. Accordingly, in company with his family, consisting of his wife and his four children, C. H., Nancy, A. J., and F. P., he set sail from New York for San Francisco. The voyage was made via Cape Horn and was six months and ten days in duration. Arriving in San Francisco, the family were compelled to remain there for about one month, waiting for transportation on a boat bound for Puget Sound. They finally took passage on a sailing vessel, whose destination was Whidby island. In 1854, they landed on the spot where Oak Harbor is now situated, and in the following spring the father and mother took up a donation claim of 311 acres, near Crescent Harbor, and subsequently the father purchased another farm on Dugualla bay. He resided on Whidby island until his death, and the mother also died there.

F. P. Miller remained with his parents until their death, and he now owns and occupies the old homestead, upon which he has always resided, with the exception of a period of five years, which he passed on a farm in Stanwood, Snohomish county, having, in the meanwhile, leased the home farm.

August 9, 1886, Mr. Miller was united in marriage to Inga Fottland, who was born at St. Paul, Minnesota, in 1872, being of Swedish extraction. Her parents finally removed to Washington, whither she accompanied them.

Mr. and Mrs. Miller have two children: Christina, Gertrude and LaFayette W. Mr. Miller is a member of the Grange and also of the Farmers' Alliance.



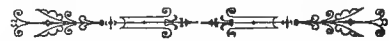
WILLIAM JAMES, a prosperous farmer and esteemed citizen of Whidby island, Washington, residing near Oak Harbor, was born in Somersetshire, England, February 12, 1844. His parents, William and Elizabeth (Bowden) James, were also natives of the "tight little isle," the former born in 1813, and the latter in 1815. William James, Sr., was a cooper by trade, which occupation he followed uninterruptedly in England, being esteemed a good workman and honorable citizen.

When quite young, William James, Jr., of this notice, was taught the cooper trade by his father, which vocation, together with farming, young James followed in England until November, 1868. He then left home and friends and embarked at Plymouth, England, for Victoria, British Columbia, making the voyage alone. He is at present the only one of his family in America and has no relatives in this country. He came via the Isthmus of Panama, arriving in Victoria, in January, 1869. He thence proceeded to Whidby island, where he arrived July 12, the same year, and there rented a farm and for several years lived on various places on the island. He eventually engaged in grain and stock raising, in both of which lines he was very successful, and in course of time he bought 160 acres of choice land, situated five miles from Oak Harbor. Ninety acres of this farm are now under good cultivation, and on the place he has a large, comfortable residence and substantial barns, with other valuable improvements. He is essentially a self-made man, and justly deserves the success he enjoys, which is attributable to unflagging industry and intelligent management, combined with integrity in his dealings with his fellow men.

March 10, 1871, Mr. James was married to Florence Sweetman, a native of London, England, where she was born April 10, 1855. She

accompanied her parents, Benjamin and Sarah Sweetman, to America, and with them settled on Whidby island. They are now residing in Spokane, Washington. Mr. and Mrs. James have nine children living: Fred, Mrs. Nellie Smith, Ada, Hattie, Grace, William, Sadie, Walter and Ethel, all of whom are typical young citizens of Washington, full of energy and enterprise.

Fraternally, Mr. James is a member of the A. O. U. W., belonging to Lodge 18, of Coupeville. He is progressive and public-spirited, taking a deep interest in everything pertaining to the advancement of the community of which he is a worthy resident.



AD. BLOWERS is one of the most prominent men of Whidby island and is closely identified with many of her most important enterprises. He is President of the Island County Bank, owns a half interest in the large mercantile establishment of Blowers & Kineth, is business manager and half owner of the Island County Times, is manager and chief stockholder of the Glenwood Improvement Company, owns one-half interest in the town of Brooklyn on the west side of Whidby island, and owns some of the best lots in Whatcom and Spokane. He has platted and laid off two additions to the city of Post Falls, Idaho. To him is due part of the credit for the erection of the Methodist Episcopal Church of Coupeville. He is a member of Whidby Island Lodge, No. 15, F. & A. M., of Lodge No. 18, A. O. U. W., and Lodge No. 107, I. O. G. T.

Mr. Blowers is a native of the State of Pennsylvania, born April 26, 1851, a son of George W. and Lydia E. (Marryott) Blowers. When he was a lad of thirteen years he went to New York city and secured a position in a mercantile establishment; a few years later he was manager of a leading grocery store in that city, and conducted a successful business.

He was married April 26, 1871, to Mary E. Jenkins, who was born, reared and educated in New York city. The date of her birth was April 30, 1852. Mr. and Mrs. Blowers became the parents of four children: Rignold E., Ada M., Edith L. and Eva. The little son was drowned off the wharf at his father's store, and Eva died of a fever.

Mr. Blowers left New York city in October, 1871, and came to San Francisco, and thence to Victoria, British Columbia, and afterward to Whidby island. After his arrival in the latter place he secured employment as manager in the dry goods store of D. Pearson, at Coupeville, and at the end of eight years became partner in the business, the firm name being Pearson & Blowers. At the end of the first year he with A. R. Kineth bought out the interest of John Robertson and have since conducted a successful business. The firm is now Blowers & Kineth, and theirs is one of the most important and extensive establishments in Island county; their stock is valued at \$15,000, and exhibits a choice selection of all lines represented in the various departments.

Since his residence here Mr. Blowers has served two terms as Probate Judge of Island county, has served as County Treasurer two terms, and has been the incumbent as Postmaster and held other local offices of minor importance. He takes a deep interest in the educational facilities afforded the youth of Island county, and no man on Whidby island has done more to advance the welfare of the community than he.



BC. HANNAH, a retired farmer, stockman and fruit-grower of Island county, Washington, residing in Oak Harbor, was born in Randolph county, Missouri, March 4, 1831. His parents, Benjamin and Delia (Hornbock) Hannah, were born June 15, 1794, and May 19, 1796, respectively, and were married April 28, 1818. Shortly after the birth of the subject of this sketch, his parents removed from Randolph county, Missouri, to Ray county, the same State, where they resided on a farm the remainder of their lives, the father dying in 1845 and the devoted mother expiring in 1859, both being followed by the universal regret of the community, which knew and appreciated their many estimable qualities.

The subject of this sketch was reared on the home farm and attended the schools in his vicinity, where he laid the foundation of a good practical education. Hearing of the gold excitement in California, he started in 1850 for this new El Dorado, making the journey in the usual manner of the day, by ox team across the long and weary stretch of plain. He was four

and a half months on the way, finally arriving in Hangtown, or Placerville, California. He was here engaged in mining and farming for eight years, when, during the Fraser river gold excitement, he left California for the mines in British Columbia. He, however, proceeded only as far as Whatcom, Washington, where he remained a few months, at the end of which time he went to Whidby island, where he arrived August 1, 1858. He secured employment in logging, which occupation he followed two years, when he began to farm on rented land, in the mean time consummating a marriage. He continued to rent land for several years, when he took a homestead of 160 acres near Crescent Harbor, where he now has a fine fruit farm, and where he is extensively engaged in stock-raising besides general farming. His prosperity is the direct result of untiring industry and continued perseverance, and he is now justly numbered among the most substantial farmers of his community.

April 5, 1869, Mr. Hannah was married to Amanda J. Doss, a worthy lady, who is a native of Virginia, born December 8, 1835, and daughter of William and Jane (Mullen) Doss. She resided in Virginia until 1868, when she came to Whidby island and soon afterward married Mr. Hannah. They have five children: Mrs. Hannah F. Wallburg, now residing in Santa Clara valley, California; John W., George B., Chase and Edgar P. Mr. and Mrs. Hannah have improved their leisure and prosperity by traveling extensively throughout California and the United States, and to their natural culture and refinement have added that polish which comes from contact with the world in its various phases of life.



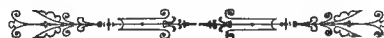
THOMAS NESBIT, an old settler of Whidby island, Washington, whose farm near Oak Harbor is one of the best in the county, was born in Scotland, December 9, 1851. His parents, James and Jeannette (Archibald) Nesbit, were also natives of the bonny land of the thistle, the former born in 1821 and the latter in 1824.

James Nesbit, well remembered by the pioneers of Washington, was a miner in his native country across the sea, in which occupation he

was exclusively employed until 1853, when, in response to a requisition sent to Scotland by the Hudson Bay Company, of Victoria, British Columbia, he and his family, with 300 other miners and their families, started from the Old World to Victoria, via Cape Horn. After being at sea for several months, provisions became scarce, trouble and mutiny arose, and the ship was obliged to put in to Valparaiso, Chili, on the South American coast. After recourse to law, it was finally decided that the crew should have the privilege of either going on to Victoria or remaining in South America; and as Mr. James Nesbit had secured work at the small town of Lota, near Valparaiso, he and his family remained there three years, during which time he worked in the mines. They then removed to Valparaiso and from there set sail for Puget Sound, arriving in due time at Port Townsend, where they remained two months. They then, in 1857, came to Whidby island, where Mr. Nesbit rented a farm of Dr. Kellogg, which he engaged in working, cultivating it one year, at the end of which time he removed to a farm near Oak Harbor. In 1859 he settled on a claim of his own, containing 160 acres, and situated near Crescent Harbor. This he cleared and assiduously cultivated, until in a few years he had an excellent farm. To this he subsequently added, until it now comprises 435 acres of the choicest land in the county, 100 acres being under a high state of cultivation. James Nesbit, after his stormy and laborious life, found rest and prosperity in his western home, where he and his worthy wife passed the remainder of their days, she dying April 3, 1887, and he surviving until January 21, 1891, both being sincerely mourned by all who knew them. They were the parents of two daughters and one son. One daughter, Mrs. Jane Vosburg, and Thomas Nesbit, the subject of this sketch, now survive.

Thomas bought his sister's interest in the homestead, subsequent to his parents' death, and he now has the entire farm of 435 acres of the best land in the country, 100 acres of which is under cultivation, being largely grown to grain, besides which he is extensively engaged in the stock business and has an excellent dairy, from all of which he realizes a good profit. Ever since his arrival in Washington, Mr. Nesbit has resided on Whidby island, to which he is irrevocably attached by every tie of association.

January 31, 1889, Mr. Nesbit was married to Asenath Martin, an estimable lady, who was born in Missouri, February 17, 1870. She resided in the State of Illinois until three months prior to her marriage, when she came to Whidby island, Washington. Both enjoy the highest esteem of their community, where Mr. Nesbit has every prospect of continued prosperity and happiness.



THOMAS CRANNEY, a prominent citizen of Island county, Washington, was born in New Brunswick, June 11, 1830, a son of Martin and Ann (Waddleton) Cranney. His father was the proprietor of a large mercantile establishment and was also Inspector of Customs for the Government. Thomas assisted his father in both commercial and official duties, the two working together until 1850. Martin Cranney then resolved to see the West, and carrying this resolution into effect he and his son started for California, leaving the other members of the family in New Brunswick. They made the trip via Cape Horn, and, arriving in the Golden State, at once began work in the mines. This occupation did not prove agreeable to the father, and he soon became ill, and concluded to return to New Brunswick. Thomas Cranney continued his search for gold until 1853, when he left California and came northward to Puget Sound. In 1854 he located on Whidby island at Coveland, and opened a general stock of merchandise, and also did a small lumber business. In 1858 he went to Utsaladdy, Washington, and there built the first mill erected on Camano island. He also embarked extensively in the fishery business, and the following year disposed of his interests in Coveland. He now devotes his entire time and attention to the fishery and lumbering industries, carrying on the business with a partner until 1869; he was then alone until 1876, and for three years subsequent to that date was variously occupied. In 1879 he removed to Coupeville, Whidby island, where he has since resided.

Mr. Cranney has been prominently connected with the political history of the country, and has discharged his duties as a public officer with a marked executive ability and promptitude that have won the entire confidence of his constituency. He has held the office of Postmaster,

Justice of the Peace, County Commissioner, Auditor, Clerk of the Court, and in 1871 was a member of the upper house of the Legislature, Joint Representative from Snohomish and Island counties. In 1880 and 1890 he was Census Enumerator for the United States Census Department.

He is a member of Stanwood Lodge No. 19, A. F. & A. M., and is Past Deputy Grand Master of this jurisdiction.

Mr. Cranney was married December 25, 1859, to Sarah E. Coupe, a native of New York, born April 20, 1841. Her father, Captain T. Coupe, was the founder of Coupeville, having taken the site as a donation claim in an early day. The Captain was born in 1818, and died in 1870; he married Maria White, who was born in 1816, and died in 1889. They were married at Boston, Massachusetts, in 1840. From early youth the Captain followed the sea, and for many years was Captain of a vessel. In 1849 he came with his family to the Pacific coast, making the voyage via the Straits of Magellan. For several years he owned and operated a vessel between San Francisco and the Sound. He served as pilot on the revenue cutter, Jeff. Davis, which was afterward owned by Thomas Cranney, who loaded it with piles and lumber and sent it to China, where it was sold. Captain Coupe built the first frame house erected on Whidby island.

Mr. and Mrs. Cranney are the parents of a family of seven living children: Mrs. Mary A. Clapp, Mrs. Alinda T. Empy, Mrs. Ida M. Newberry, Flora E., Leila E., Sena Loleta and M. F.

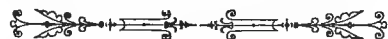


E J. HANCOCK, ex-vice-president of the Island County Bank of Coupeville, Washington, was born November 4, 1854, in Lynchburg, Virginia. His father, A. G. Hancock, was born in Bedford county, Virginia, in 1815, and died there in 1888. His wife, whose maiden name was Elizabeth C. Hewitt, was also a Virginian, born in 1825, and is yet living. A. G. Hancock was a manufacturer of all kinds of tobacco and was the owner of large plantations. His son, E. J., was a member of the household until he was twenty-two years of age. He received a good education, and assisted in the management of the factory. After 1876 he was engaged in planting until 1879, when he emigrated to the west, coming to Washington

and locating on Whidby island, where he followed agricultural pursuits for two years, then returned to his old Virginia home and until 1883 resided there. Arranging all his business for a permanent absence he came back to Whidby island, and bought the old donation claim of William E. Engle, where he at once began the task of clearing out forty-five acres. He made many other improvements, erecting the most elegant residence on the island, the same being of modern style of architecture and fitted with all of the latest conveniences. He has a large orchard of choice fruits, and has continued the cultivation and clearing of the land until he has one of the most desirable farms in the county.

Mr. Hancock was chiefly instrumental in the organization of the first bank established in the county. July 14, 1892, the Island County Bank of Coupeville, Washington, was organized with a paid up capital of \$25,000. Mr. Hancock was elected vice-president, a position which he was well fitted to hold. He is a man of excellent judgment and is considered one of the most clever financiers in the State. He is Trustee of the Puget Sound Academy at Coupeville, and is also School Director. He has taken an active interest in the educational facilities that are being afforded the youth of this great commonwealth, and has always encouraged those enterprises calculated to elevate the intellectual standard. He is a member of Whidby Island Lodge, No. 15, A. F. & A. M., and also belongs to the Eastern Star, No. 26, of which Mrs. Hancock is Worthy Matron.

Mr. Hancock was married, March 3, 1886, to Julia E. Kinney, who was born in Nova Scotia, October 15, 1859, a daughter of T. F. and Mary E. (Houghton) Kinney. Her parents were also natives of Nova Scotia, the father born in 1829, and the mother in 1831. Mr. and Mrs. Hancock have three sons: Eugene A., Justice L., and Virgil K. In addition to the farm mentioned Mr. Hancock owns an immense amount of city property, and has many other profitable investments.



I N. E. RAYBURN, Chairman of the Board of County Commissioners of Columbia county, is one of the substantial and thrifty farmers of Eastern Washington. He was born in Decatur county, Indiana, June 4, 1832, and

reared in his native State until eighteen years of age. His father, William Rayburn, a native of Kentucky, settled in Indiana early in the '20s, and subsequently removed to Davis county, Iowa, about 1851. The mother of our subject, *nee* Esther Phillips, was born in South Carolina, moved to Kentucky and thence to Indiana, and thence to Iowa in 1850, and finally to Walla Walla county, Washington, in 1865. Both she and her husband are now deceased.

The subject of this sketch, the twelfth in order of birth in a family of seventeen children, was brought up to farm life and has always been engaged in agricultural pursuits. After a residence of some four years in Walla Walla county, he located at his present place, near Waitsburg, which now comprises 440 acres of beautiful farm land,—forty acres in timber and 380 in cultivation, and devoted to some extent to stock-raising.

With reference to the great public questions of the day, Mr. Rayburn is a zealous Democrat. He was elected County Commissioner in 1890, and re-elected in 1892. He represented his party at their first county convention, and has ever since been a delegate to nearly all their county conventions. For several years he was Director of School District No. 30. He has also been Road Supervisor for five years. He affiliates with the I. O. O. F. and A. O. U. W., both at Waitsburg.

September 11, 1852, in the State of Missouri, he was joined in marriage with Miss Sarah M. Tull, of Madison, Indiana, and they have three children, all married. Their names are Hamlin R., Isadora (now Mrs. Lafayette Cox, of Dayton) and Isaac N.



JOHAN F. KIRBY, a prominent citizen of Columbia county, now retired from active business, has passed more than a quarter of a century in the Evergreen State. Having been a successful farmer for a number of years, about eight years ago he retired to his beautiful home at Huntsville, and is yet in the prime of life, being but fifty-three years of age.

He was born in Jennings county, Indiana, September 1, 1840, the youngest of five children born in the family of David and Eliza (Brown) Kirby. The parents were natives of Kentucky, descending from old and influential

families of that State. The mother died when the subject of this sketch was a child, and his father re-married; and consequently the boy began the battles of life for himself at a premature age. In 1852 he crossed the plains to Washington county, Oregon, where he spent the first eight years of his life on the Pacific coast. July 13, 1859, in Yam Hill county, Oregon, he married Miss Mary Teel, an Oregon pioneer of 1853. They had six children, three of whom are yet living, namely: Mary A., now Mrs. P. B. Bateman; Frances, now the wife of James H. Fudge; and Abbie L., now Mrs. O. W. Pollard. Two sons and a daughter are deceased.

Mr. Kirby located in Walla Walla county, Washington, in 1860. His home property consists of sixteen acres, two acres of which are devoted to a variety of fruits. In his political views Mr. Kirby is a Republican, and he takes an active interest in public affairs. For two years he was County Commissioner, and he has represented his party at both county and State conventions. He is now a member of the County Central Committee. He also takes an active interest in educational and other public enterprises, having the welfare of the community at heart. He belongs to Waitsburg Lodge, No. 5, I. O. O. F.



FRANZ SIGEL ROMAINE, a citizen of Columbia county, was born in Fond du Lac county, Wisconsin, near the town of Jersey, September 1, 1862, his parents being Garrett and Martha L. (Harbough) Romaine. His father was a native of New Jersey and of Pennsylvania origin, and his mother was a native of Ohio. They moved first to Wisconsin, in 1874 to San Jose, California, next to Harrisburg, Linn county, Oregon, and finally in 1879 to Columbia county, Washington, where the father entered land six miles from the city of Dayton, on the Texas ferry and wagon road. In 1892 he removed into Dayton.

Therefore our subject grew up and obtained his education in three States,—Wisconsin, Oregon and Washington. After attaining the age of twenty-one years he began business upon his own responsibility, taking care of cattle for other parties for about four years; next he was with the engineer corps of the Oregon River

and Navigation Company, until their interests went into the hands of the Union Pacific Company. He then, in 1886, bought a farm of 160 acres two miles from Dayton. He also purchased 240 acres of deeded land seven miles directly south of Dayton, and he has a school section of 160 acres. The home place at present is "summer-fallowed." On the other place he has 163 acres in grain, while the remainder is pastured. He has a number of horses and a few cattle. Mr. Romaine has been identified with the growth and prosperity of the county ever since he became a resident.

He was married in Columbia county, December 25, 1887, to Miss Lizzie A. Knight, who was born on the plains, as the family were on their way West. Her parents were William and Damie (Ward) Knight, natives of Missouri, who settled in Walla Walla county, Washington, and died there when Mrs. Romaine was a young child. Mr. and Mrs. Romaine have three children: Amy, Loren Earl and Cecil Louisa.



M W. WILLIS, pioneer of 1850 to the Pacific coast, was born in Bridgewater, Vermont, June 4, 1828. The progenitor of the name in America came from England and landed in Plymouth, Massachusetts, in 1620. He was a conjuror of great skill and reputation. The parents of our subject, James and Nancy (Morey) Willis, of Scotch-Irish descent, were born in Vermont, where James Willis followed farming and in later life was a prominent stone mason, engaged quite extensively in railroad work in the building of stone culverts and bridges.

Educational facilities in those early days were exceedingly limited and M. W. Willis began his studies in the little, old, log schoolhouse, attending the short winter terms and spending his summers in labor upon the farm. Subsequently he attended a higher school at Woodstock, Vermont, and at the age of sixteen years was apprenticed to Marshman D. Lull of Woodstock to learn the trade of gunsmith. This line of work he followed up to 1849, then, learning of the gold excitement in California, he declined a generous offer and started for that El Dorado of the West. He sailed from Boston November 22, 1849, on the ship *Reindeer*, which was among the first five-yard clipper ships. Loaded

with a general cargo and 212 passengers, the voyage was rapidly and successfully completed, and they landed in San Francisco on April 2, 1850. Young Willis was one of the Vermont mining company of sixteen, who had a complete outfit of mining tools, and they proceeded at once to Sutter's creek, where there was gold in great abundance. Being unfamiliar with the work and not knowing how to save the gold in their zeal to work rapidly, the gold was largely washed away, and, not being able to make more than \$30 per day where they expected hundreds, the mine was soon condemned and they went to the Stanislaus river at the foot of Mormon Gulch, spent three months in attempting to turn the course of the river, and made a complete failure of the enterprise. They then went back into the gulch and were meeting with fine success when one Dr. Woodward appeared on the scene, gave startling news of the richness of mines at Gold lake, where it was only necessary to shovel up the gold into sacks. They listened to his story with credulity and all started for the richer diggings. After following him forty days through a wild, unbroken country they arrived in Walker's valley, there held an indignation meeting and drove the doctor out of the camp at the point of the bayonet. The party remained to recruit, then crossed a ridge into Carson's valley and by the emigrant trail returned to Hangtown, where the company disbanded and our subject left the mines and went to Stockton, where he purchased a horse and dray and followed trucking, his income averaging about \$30 per day. The city was wild with gambling and lawless depredations, and in January, 1851, he started with horse and dray and drove to San Francisco, the journey taking seven days. On arrival he bought another team, express wagon and water cart, then sold water about the city and conducted a general draying business for about one year, making money rapidly. During the winter of 1851-'52, as eggs were selling at \$4 per dozen, he started a chicken ranch, paying \$48 per dozen for his fowls, increasing his flock to about 800, when disease settled amongst the fowls and carried away all but 150, which he sold at a great sacrifice. This misfortune about "broke him up" financially. As music was in demand and as he had given some attention to violin-playing in the East, he then resorted to the violin as a means of support, playing at dances and fandangos, receiving \$4 per hour and often making six to eight

ounces of gold per day. He rapidly gained notoriety and gradually secured assistants, creating a band known as Willis' Brass Band which became famous and gained for him the sobriquet of the "Gilmore of the Pacific Coast," his services being in great demand at the swell entertainments of the "Bonanza Kings." This occupation he continued up to 1878, when he retired from the business and came to Olympia, Washington, and then engaged in the oyster business, shipping to San Francisco. This was continued for two years, when the oysters gave out. He had handled 15,000 sacks. In 1881 he engaged in the hotel business at Olympia as proprietor of the Pacific Hotel, which had been known as "Aunt Becca's Hotel." To provide eggs, milk and vegetables for his table, he purchased near town a farm, which he stocked and managed, but with the depression of 1885 he again "broke up." He then removed to Victoria and opened a fine restaurant, but being a foreigner could not work up a trade, so sold out and went to Portland and opened a hotel and there contracted disease, and was obliged to seek rest and recuperation in the drier climate of San Francisco.

Learning of the possible "boom" in Seattle over the construction of the Seattle, Lake Shore & Eastern Railroad, he came to this city, arriving in July, 1887; and after waiting five months for a house to be finished he again started a hotel in a twenty-one-room house on the corner of Front and Seneca streets. The demand was such that in a few months he opened a second and made money rapidly, and after one year sold out and rented "Squires' Pacific" of seventy-two rooms on Second and Maine streets, which he named Willis Hotel. Here he built up a large patronage, continuing to the fire of June, 1889, when he was burned out, not possessing even a place to sleep. As soon as order was evolved from the existing chaos he returned to hotel life, and with the completion of the present building in 1890, he leased the property and opened the Occidental Hotel, which he has continued to conduct with marked success, this being the sixth hotel he has furnished in his six years' residence in Seattle.

He was married in Portland, Oregon, in 1885, to Miss Ruth L. Wilson, a widow with one son.

Mr. Willis is a member of the Territorial Pioneers of California, and of the Washington Pioneer Society. He was a charter member of the Musicians' Mutual Protective Union of San

Francisco and took great interest in that organization. In politics he is Republican and takes an active interest in the success of that party. He was elected Councilman of Seattle in the spring of 1890, and is thoroughly enlisted on the side of progression and in advancing the interests of his adopted city.



SABINE ABBOTT, one of the many successful farmers of Whidby island, Washington, is a native of Windsor county, Vermont, born January 31, 1837. His father, Elam Abbott, was born at Stockbridge, Vermont, February 26, 1805. He was united in marriage, February 24, 1829, to Roxy Ellison, who was born in Springfield, Vermont, February 24, 1806. These good people resided on their farm in the Green Mountain State until 1879, when they disposed of their property and removed to Kansas, making their home with their son, in Parsons. Two years later they came to the coast, residing with their son, Sabine. Although Elam Abbott is now past eighty-eight years of age, he is often seen in the woods with cross-cut saw, which he uses with the vigor many a younger man might envy. He has never been confined to the bed from illness a day in his life. He cast his vote for Andrew Jackson, and takes a pride in the fact that he has ever since voted at every presidential election, giving his suffrage to the Democratic party. His wife died February 14, 1885.

Daniel Abbott, paternal grandfather of Sabine Abbott, was born in Connecticut in 1760, and lived to the age of 100 years and three days. Sabine Abbott remained a member of the household in Vermont until 1861, and was engaged in agricultural pursuits. In the spring of that year he emigrated to Victoria, British Columbia, and for two years did carpentry work, having mastered this calling while a youth in his 'teens. In 1865 he left Victoria and came to Whidby island, where he located on a farm, which he cultivated six years. At the end of this time he returned to his eastern home; remained in New England twelve years, and during that time held several county offices. A second time he made the journey to the West, having previously disposed of all his interests in Vermont. He came back to his old farm on Whidby island, and has taken a prominent

place among the agriculturists of the State. From the heart of the forest a fertile garden spot has grown, and adjoining flourishes a village wherein, times past, Nature had covered the earth with a luxuriant growth of giant trees. Mr. Abbott has laid out two additions to Coupeville, the same being known respectively as the Chicago and the Admiralty additions. He has aided very materially in the growth of the place, and has given substantial encouragement to many important enterprises.

He was united in marriage, January 2, 1859, to Lucy Green, a native of Bethel, Vermont, born February 26, 1840. They are the parents of one living child, Mrs. Laura E. Cawsey. Mr. Abbott had the misfortune to be in a railroad collision near Jackson, Michigan, in which twenty-three persons lost their lives, and many others injured. He was seriously hurt at the time, and has never recovered.



CHARLES D. KING, Prosecuting Attorney of Island county, is a native of the State of Washington, born in Cowlitz county, December 5, 1859. His father, W. D. King, was a native of Lincolnshire, England, and emigrated to America with his parents in his youth. They located in St. Joseph county, Michigan, where he grew to manhood. He was married in 1851, to Cordelia Hawley, of Niles, in the same State, one of the most popular young ladies. About a year after his marriage he started West, taking the overland route. He arrived in Washington in the autumn of 1852, and settled on a donation claim of 320 acres on Grand Mound prairie, near Olympia. He soon abandoned this land, and going to the Cowlitz river bought another claim of 320 acres four miles from Monticello. In 1855 he sent for his wife to join him, and she came by way of the Isthmus to San Francisco, and thence to Rainier, Oregon, from which point she traveled up the Cowlitz river in a canoe to her husband's new home. Soon after her arrival the Indian war broke out, and they were obliged to seek refuge in the old Fort Cowlitz, where their oldest son, H. S. King, was born, in 1856. When hostilities ceased they returned to the claim, and Mr. King was engaged in the cultivation of his land until 1863. Within this time he served four years as Auditor of Cow-

litz county. He then removed to Swan island, near Portland, but as the location proved unsatisfactory he went to a point in Clackamas county near Oregon City, and thence in 1869 to eastern Oregon, settling near Weston. There he bought a farm and once more occupied himself with cultivating the soil. In the fall of 1870, with his eldest son, H. S. King, he made a visit to his old home in Michigan, where shortly afterward he lost his life in a railway accident. He was a man of education and enterprise. In politics he was a Democrat, and always took an active interest in public affairs. The family were separated several years; H. S. King was in the East, and the mother and other son, Charles D., remained in the West. Shortly after Mr. King's death Mrs. King removed to Idaho, traveling by horse team, and there she arrived with Charles in April, 1871. She afterward was married a second time, being united to Captain G. C. Chase.

Charles D. King then started out to make his own way in the world. For several years he had no opportunities of attending school, but occupied his leisure time in reading and study. In 1875 the family removed to California, and he drove a herd of cattle from Idaho to that State. Mr. Chase settled on a farm in El Dorado county. Charles attended the district school a few months each year, and between times worked at farming and mining. He remained there until 1878, and then went to Nevada, stopping at Winnemucca, where he spent one year. During this time he formed a partnership with his stepfather in cutting and selling wood. At the end of twelve months he went to Cassia county, Idaho, making the trip with a team of horses. Arriving there he took a squatter's claim, as he was not of age and could not enter land. He worked on the claim, raised live-stock, and studied law. He was admitted to the bar in 1885 and was engaged in the practice of his profession during the balance of his residence in Idaho. He was City Attorney of Weiser, Idaho, and was Deputy District Attorney of Washington county under his brother, H. S., who is also a self-made lawyer. They purchased the Weiser Leader, a weekly paper, which they owned and edited for two years. Charles practiced law in Albion and Weiser, Idaho, and is known in Boise and all the larger towns in this part of the country.

He came to Olympia in 1890, and opened a law office; a year later he removed to Whidby

island, and has since been practicing his profession and acting as Prosecuting Attorney of Island county. He is a man of excellent business ability, a well-read lawyer, and is taking a leading place among the members of the bar of Washington. In politics he is strongly Republican. He is a member of the Masonic order, and belongs to the Unitarian Society of Olympia. He is unmarried and resides with his mother and stepfather, who are living in Coupeville.



WATSON ALLEN, resident of Seattle, and actively connected with her original water-front improvements, was born in Sussex county, New Jersey, August 26, 1842, and was the only son of Samuel and Mahala (McKain) Allen, who were natives of the same county and descended from pioneer settlers of the State. Watson Allen was educated in the schools of Sussex county and in the Methodist Conference Seminary at Charlotteville, New York. At the age of seventeen years he gave his attention to learning the carpenter's trade, and served a three years' apprenticeship at Lynn, Pennsylvania. He then returned to his home, and, with the call for nine months' troops in 1862; he enlisted in Company K, Twenty-seventh New Jersey Volunteer Infantry. The regiment was then attached to the Ninth Corps, Army of the Potomac, under General Burnside, and they took an active part in the battle of Fredericksburg, and closed their service in Kentucky, where they were engaged in driving out General Forrest's band of guerrillas. Receiving an honorable discharge, Mr. Allen then entered the Quartermaster's Department at Nashville, Tennessee, and was employed at his trade in rebuilding bridges and doing other necessary work in the line.

In the spring of 1865 he returned to his home and was married at Newton, New Jersey, in May following, to Miss Garphelia King, of the same State. Mr. Allen then settled in Newark, New Jersey, and for one year was engaged as superintendent of wood-work in the erection of the first factory for the Clark's Thread Company, the building being of brick, 110 x 600 feet, five stories high. After the completion of this work, Mr. Allen engaged in contracting and building, up to 1868, then removed to Port Oram, New Jersey, and continued in

the same occupation until the spring of 1872, when he closed up his business and moved to Seattle, Washington Territory, having learned of the grand opportunities and wonderful timber resources of the Sound country, securing his information from Richardson's book entitled "Beyond the Mississippi."

On arrival in Seattle, Mr. Allen was first employed in building wharves and docks at the portage between Lakes Union and Washington, preparatory to moving coal by that route. In the summer of 1872 he went up the Snoqualmie river to the mouth of Tokul creek, and there located a claim by pre-emption, and erected a small sawmill, riving out all the timbers from the log. He transported his mill equipment from Snohomish to his camp on the river, a distance of forty miles, in small canoes. In like manner all supplies were brought into camp, and there he resided for nearly ten years, engaged in milling and in reclaiming a small farm. In 1879 Mr. Allen was deeply afflicted by the death of his good wife, who left three small children: Lillian, who is now Mrs. James Newman, of Seattle; Lena and Annie.

In 1880 Mr. Allen was elected to the Territorial Legislature by the Republican party, and served during the session of 1881. He then returned to his ranch, closed it out, and placing his children in the Sisters' school he accepted a position with the Oregon River and Navigation Company of Oregon, in building bridges between the Dalles and the Cascades. In the spring of 1883 he was appointed superintendent of construction of bridges between Puyallup and Seattle, on the Puget Sound shore line, and in the fall of 1883 he formed a co-partnership with Albert L. Nelson, organized the firm of Allen & Nelson, and engaged in contracting for the building of piers, wharves, bridges, and other work connected with the water front. They built the first line of railroad along the water front of Seattle, and were the first to engage extensively in the pile-driving business, executing the principal large contracts between Tacoma and British Columbia. Continuing until April, 1889, they sold their interests to the San Francisco Bridge Company. They also owned and operated the old Donnelly sawmill on Sammamish lake. They have since moved the plant to Monahan, on the Lake Shore & Eastern Railroad, and the same is now in operation, with a daily capacity of 50,000 feet. The firm also have extensive

interests in tide lands at Seattle, and Mr. Allen owns a valuable timber tract of 1,260 acres in Snohomish county.

Mr. Allen was married in Olympia, November 30, 1883, to Miss Cornelia Newton, and one child, Eva, has been born to them. Mr. Allen is prominent in the Masonic brotherhood, being a member of the blue lodge, chapter, commandery and Mystic Shrine.



ISAAC BURLINGAME, manager of the Fremont Mill, was born at Gaines, Kent county, Michigan, in April, 1850. His father, Esek Burlingame, was born in Canada, of English ancestry. He subsequently removed to the United States, married Miss Clarissa Turner, of New York, and, in 1832, located in Michigan, where he followed the trade of mason, and also engaged in farming. The subject of this sketch was educated in the common-schools of Gaines, and at the age of nineteen years entered the machine shops of Lietalt Brothers at Grand Rapids, and spent five years in learning the business of machinist. In 1874 he removed to San Francisco and followed his trade in the Hope Iron Works and at the United States Mint up to April, 1877, when he came to Seattle. Finding little business in his line, he went to Tumwater and began work as master mechanic for the American Pipe Company, manufacturers of wooden pipe. In May, 1878, he was appointed superintendent of the factory and so continued up to March 1, 1880, when he leased the shop and plant and manufactured under a royalty for the use of the patent, up to May, 1883, when he put up a portable sawmill with a capacity of 10,000 feet per day, and, with planing machinery, engaged in the manufacture of lumber. In November, 1885, he organized a company which was incorporated as the Washington Saw and Planing Mill Company, and, as president, operated the mill up to May, 1888, then bought up the stock of the company and moved the plant to Seattle. He then became associated with L. H. and L. A. Griffith and Dr. E. C. Kilbourne, and together they organized and incorporated the Fremont Milling Company, with a capital of \$25,000, and with L. H. Griffith as president, and subject as manager. The company were then subsidized with about six acres of land on the shore of Lake Union,

upon the provision that they would erect a mill with a capacity of 20,000 feet per day. The agreement was perfected; the mill was erected amid the brush and timber, and, on the 14th day of August, 1888, they began cutting lumber. The small mill was operated until September, 1889, when the old equipment was thrown aside; extensive improvements were perfected, and with new mill and machinery the capacity was increased to 50,000 feet per day, improved facilities being afforded for sawing, planing and finishing lumber. The mills and yards are lighted by electricity, from the company's own electric system, and are conveniently located on a switch of the Northern Pacific Railroad. While the mill turns out finished lumber in all sizes, the company have such facilities for procuring choice fine timber that they make a specialty of long pieces (seventy-five to one hundred feet) for bridge and car building. Though this mill was erected in the timber, the enterprise of the proprietors have converted the wild lands into a prosperous settlement, now known as Fremont, the same being within the city limits of Seattle and connected with the business center by the Consolidated Electric Railroad System.

The prosperity of the mill company is largely due to the scientific knowledge and executive ability of Mr. Burlingame, who personally superintends the mechanical and manufacturing departments. He has made several notable improvements in mill machinery, one only of which has he patented, the same being known as the Burlingame Patent Indicator—a device which is used in connection with the setworks on a sawmill carriage. Mr. Burlingame also developed the water-works system of Fremont, and the same has become a profitable enterprise.

He was married in San Francisco, in 1876, to Miss Margaret Eaton, of Downieville, daughter of one of the pioneers of California. Mr. and Mrs. Burlingame have one child, Eva.



DIEDRICH ROHLFS, of the firm of Rohlf & Schoder, manufacturers of furniture and office fixtures at Seattle, was born in Bremen, Germany, September 29, 1846. He was educated in the schools of Bremen, and at the age of sixteen years was apprenticed for

four years, without salary, to learn the trade of cabinet-making. Completing his apprenticeship, he was asked to make a piece of furniture to prove his ability and then received a certificate as a finished workman. He thereafter continued in the same factory, under engagement, for about six months, when, to escape the military service of Germany, he decided to come to America and left the country of his birth in the spring of 1867. Duly landing in Baltimore, Maryland, he proceeded thence to Cincinnati, by reason of its being a manufacturing center, arriving on the 5th of July, without friends in the city, unable to speak the English language and with but \$3 in cash. Business being dull, there was little opportunity for employment, but with small wages and strict economy he worked along until the spring of 1868, when he secured a position in the furniture factory of Mitchell & Rammelsberg and remained four years, securing good wages and laying up money. In the spring of 1872 he visited the land of his nativity, spending four months among old and familiar scenes. Then returning to Cincinnati he continued at his trade.

He was married in Cincinnati, in 1874, to Miss Elizabeth Placke, of German descent, and in 1875 removed to San Francisco, California, and followed cabinet work until the spring of 1877, when he engaged in an outside enterprise. Being unfamiliar with the business, loss followed loss, until after eighteen months' experience he sold out and came to Seattle. The city being but a small hamlet offered little inducement to a manufacturer, so Mr. Rohlfs went to Whidby island, purchased 100 acres of land and tried farming. Having no practical knowledge of agriculture the experiment proved disastrous, completely exhausting his small resources. He then decided to resume his trade, of which he was master, and, returning to Seattle, he found employment with the Hall & Paulson Furniture Company, at \$3 per day, and after his continued financial losses, he states, "That was one of the happiest days of my life." Continuing up to 1886 business became dull, and Mr. Rohlfs went to Victoria for a few months; then, returning to Seattle, formed a co-partnership with his old friend, Herman Schoder, and started a small hand repair shop, which after one year was burned out. They then purchased the interest of Hall, in the old firm of Hall & Paulson, and continued that business, employing about forty hands and receiving an extensive patronage

from the Sound district, manufacturing household, bank and office furniture. Continuing until the great fire in June, 1889, their factory and stock were destroyed, thus entailing a heavy financial loss. After the fire Rohlfs & Schoder leased the factory site and with a small capital resumed the business, employing but four hands. Increasing their capacity with the growth of their business, they now employ fifty to sixty hands, in the manufacture of bank and office furniture, interior hardwood finish, and in the building of street cars. The firm supplied and put in place the interior finish of the New York block, Dexter Horton Bank building, the King county courthouse, and many buildings of lesser prominence.

Mr. and Mrs. Rohlfs have two children: Adolph and Otto. Socially Mr. Rohlfs affiliates with the I. O. O. F., the Turn Verein and other German societies. He has long been a citizen of the United States, but gives little attention to politics, devoting his time and energies to the upbuilding of business of the success of which he justly feels very proud.

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LEWIS D. W. SHELTON, an Oregon pioneer of 1847, now a resident of Seattle, was born in Andrew county, Missouri, October 18, 1841. His father, David Shelton, was a native of North Carolina, but removed to Missouri with his parents about 1819, and was reared to the hardships of pioneer life, in hunting, trapping and fighting Indians. He was married in Missouri to Miss Frances Wilson, native of Kentucky. Mr. Shelton improved a farm, which he worked till the spring of 1847, when he sold out and with an ox team and a "prairie schooner," removed his family to the Northwest Territory, then known as Oregon. The journey was fraught with the usual experiences of fighting Indians, the loss of cattle, etc. The train consisted of nine wagons, and was directed by Captain John Bouser. The party reached the vicinity of Walla Walla and met Rev. Marcus Whitman, about six weeks prior to his massacre. The party then continued down the river to the Dalles, and went into camp just below that town. There they whipsawed lumber from which they built a raft. Onto this they loaded their wagons, effects and families and drifted down the river, while the

the island, his only mode of communication with the outside world being with a small boat. When the land on which Friday Harbor is situated was selected by the county as the seat of justice he was the one who went to Olympia to make final proof and get a patent from the Government, he having in the meantime resided on the land as County Auditor and held it for the county the required length of time.

Of Mr. Bowman's parents, we record that his father, William Bowman, was born in South Carolina in 1787 and died in Tennessee in 1865; and that his mother, whose maiden name was Elizabeth Wade, was born in Maryland in 1790 and died in Tennessee in 1838. The father was a pioneer in Tennessee, having moved from South Carolina to that State with his parents when he was a boy. There he grew to manhood and was married and reared his family. Of his ten children only four are now living. He was a resident of Tennessee when that State was admitted to the Union, and during the war of 1812 he was an active participant.

John H. Bowman remained on his father's plantation in Tennessee until 1841, when he went to Jackson, Mississippi, to work in a large mercantile establishment. He was there employed when the Mexican war broke out, and he resigned his position to enter the army. As a member of Company E, First Mississippi Rifles, under Jefferson Davis and General Taylor, he went to the front and participated in all the principal battles of that war. On account of bravery at the battle of Monterey he was promoted from a private to the rank of Corporal. His next principal battle was that of Buena Vista, where he was again promoted for bravery, this time to the position of Fourth Sergeant. He was in Jefferson Davis' command during his entire service. At the close of the war he returned to Jackson, Mississippi, where he was employed in a mercantile establishment until 1851. That year he set sail from New Orleans to Panama, went up the Chagres river, footed it across the isthmus, carrying his pack, and made the Pacific voyage to San Francisco in the Republic, landing at his destination May 1, 1851. He followed mining for eleven years throughout California, coming from that State to Union county, Oregon, where he continued in the mines eight years. In 1862 he went to Lewiston, Idaho, where he continued his mining operations, being in Idaho when it was organized as a Territory.

In October, 1872, after an experience of twenty-one years as a miner, he retired from the mines and came to Washington, first locating on Orcas island. This was about one month before the dispute between the British and the United States Governments was settled. In November, 1872, the trouble having been settled, he pre-empted the land on which he had been residing under a squatter's right. The next Legislature organized the county of San Juan and located the county seat at Friday Harbor. He was the first Probate Judge of the county, in which office he served three terms, the first time by appointment and the others by election. He was also the second County Auditor; has since been elected Auditor and served for ten years. He assisted in clearing the ground and building the first county courthouse in Friday Harbor, where it still stands. As all his time was required on San Juan island, he in 1877 sold his property on Orcas island to the Newhall Stave Company, now known as the Cascade Mill Company, and after disposing of it he bought property adjoining Friday Harbor. He has since disposed of most of his property. At one time he owned nearly the whole of Friday Harbor.

Mr. Bowman was made an Odd-Fellow at Jackson, California. He received a demit from the lodge there in 1881, but he has never since joined any other lodge.



J E. MOORE, another one of the representative citizens of Utsaladdy, Island county, Washington, was born June 10, 1860, in Machias, Washington county, Maine. His father, J. E. Moore, Sr., was born in 1820 and died in 1889. His mother, whose maiden name was Ellen Campbell, was born in 1833 and is still living. In their family were ten children, two of whom are deceased, and the others, with the exception of J. E. Moore and Mrs. J. M. Hart, reside in the East.

At an early age the subject of our sketch had aspirations for a sea life, and when he was fourteen years old he embarked on the schooner N. Jones, and after a voyage in it went to sea in the Anita. For seven years he followed the sea in various vessels, and has visited nearly all the important ports of the world; made five trips to Europe. At the age of twenty-one he

retired from the sea, having risen to the rank of first mate, and started West via the Union Pacific Railroad. From San Francisco he came north to Puget Sound, and at Port Shelton, on the mainland just opposite Camano island, he at once engaged in the logging business. Soon afterward he secured employment of the Puget Mill Company, of Utsaladdy, and for five years was log inspector and had charge of their log booms or rafts. Resigning his position with this company, he on May 17, 1880, organized and was elected president of the Chinook Boom Company, of Utsaladdy, and is still acting as president of the company. He also organized the Pacific Boom Company, in which he is the principal stockholder. He is captain of the tug Alki, of which he is half owner.

Since coming to Washington Mr. Moore has invested largely in real estate. His residence is in Utsaladdy, and he owns several farms; 220 acres on Camano island, a few miles from Utsaladdy; 320 acres in Skagit county; and 160 acres in Snohomish county. He also owns property in Seattle, and has five gold claims in Okanogan county.

Mr. Moore was married June 28, 1887, to Nellie Rowell, who was born in Holden, Maine, October 20, 1860, and who came West with her parents in 1886, locating in Seattle. She is a daughter of R. F. and Anna (Jackson) Rowell. Mr. and Mrs. Moore have one child, Frances Winnifred. Ralph Edwin and Maud Eleanor are deceased.

Of the following fraternal organizations Mr. Moore is a prominent member: Washington Lodge, No. 16, K. of P., Utsaladdy; Uniform Rank, No. 18, K. of P., Seattle; Camano Lodge, No. 19, F. & A. M., Utsaladdy; Glenwood Lodge, No. 17, I. O. O. F., Coupeville; and Puget Sound Harbor of Masters and Pilots, No. 16.

The subject of the foregoing sketch has a brother in Stanwood, named H. B. Moore.



CHARLES C. REED, of Friday Harbor, Washington, is a native of New Bedford, Massachusetts, born August 2, 1824. His father, Charles L. Reed, was born in 1795, and died in 1854; and his mother, *nee* Hannah Beetle, born in 1800, died in 1831. Charles L. Reed was a Corporal in the war of 1812, and

after the close of the war he went to sea, and was employed more or less in the whaling business. Finally retiring from the sea, he learned the trade of a hatter in his youth, and for many years kept a hat store in New Bedford, Massachusetts. Before the death of his wife in 1831, his son Charles C. made his home with an aunt until he was sixteen years old, but from the time he was nine he was employed in his father's store when not attending school. Thus early in life he acquired some knowledge of mercantile business.

Tiring of indoor life, October 6, 1840, young Reed went aboard the whaling vessel *China*, and for five years remained on the same ship. He made two voyages to the Southern Pacific ocean and the islands about New Zealand. After his return to Massachusetts on his second voyage, he left the *China* and went on board the *Congress*, remaining on the latter vessel two years and eight months; was in the Indian Ocean in the vicinity of the East India islands and Australia, and spent two summers near the Croset islands. From these voyages he returned to Massachusetts in November, 1848. He remained in his native State until August of the following year, when he started for California, via Cape Horn, on the *Olive Branch*, under command of Captain Place. Arriving in San Francisco January 27, 1850, he went direct to the mines, but after a fruitless experience of eight months he returned to San Francisco "broke." He then secured employment on the ship *St. Lawrence*, which was engaged to carry passengers, and their voyage south took 200 disheartened miners as far as Nicaragua, they being homeward bound. The vessel went on to Valparaiso, Chili, and from there he returned to San Francisco. He went into the California bay trade, in schooners, until he got money enough to buy a part of a schooner of his own, which he ran for fifteen years. He was also Captain of a steamer on the Sacramento river until 1871, when the Central Pacific Railroad Company bought up all boats, and he continued with the railroad company until 1873. He then quit the business, having served over thirty years on the water.

That same year, 1873, Mr. Reed came to Puget Sound. Here he homesteaded 160 acres of land on Shaw's island, in San Juan county, and on it he lived until 1878, when he abandoned it and returned East. Stopping at Prior

lake, Minnesota, he secured work in a merchandise store, soon afterward bought a half interest in the establishment, and for four years conducted business under the firm name of Hull & Reed. At the end of that time they disposed of their business, and he returned to Washington, settling in Friday Harbor, San Juan county, as clerk with Joseph Sweeney, in a mercantile business, in which he was engaged nearly three years. He afterward received the appointment of County Treasurer. He was afterward elected Treasurer, and altogether has served seven years. He owns a comfortable home in Friday Harbor.

Mr. Reed is unmarried.



GILDEROY HOLDERMAN, deceased, was one of the pioneers of Columbia county, Washington, and did a noble part in advancing her interests and forwarding her development. He was a native of the State of Ohio, born in Wyandotte county, January 24, 1833, a son of Jacob and Caroline (Loveland) Holderman; they were also natives of the Buckeye State, and the Holderman family were among the early settlers of Ohio. When Gilderoy Holderman was a youth of fifteen years the family removed to Knoxville, Illinois, and there he grew to man's estate. In 1858 he went to Linn county, Kansas, and in 1881 he came to the Pacific coast, locating in Washington; he settled on 160 acres of land in Bundy Hollow, Columbia county, having made a purchase of the tract in 1879.

He was united in marriage, in Bates county, Missouri, May 5, 1859, to Miss Sarah J. Francis, who was born in Will county, Illinois, a daughter of Thomas and Hannah (Hageman) Francis. Thomas Francis was a native of Ireland, but was brought to America in his childhood and grew to maturity in Ohio. His wife was born in Indiana, and was reared near Crawfordsville, Montgomery county. He was one of the pioneers of Will county, Illinois, settling there as early as 1832; he returned to Indiana in 1835, was married and returned with his bride to their home on the frontier. They removed to Missouri in 1856, and there Mr. Francis died August 8, 1858; the wife survived until August 5, 1881. Mrs. Holderman is the only one of their children who

settled in Washington, excepting Mrs. Hannah Louise Newton, wife of John H. Newton, of Stevens county. Mr. and Mrs. Holderman had ten children, four of whom are living: Louisa, wife of John Danielson; Adah; Nettie; and Arthur; Frank died at the age of twenty-one years; Hettie was fourteen, and Charles was the same age when he died; three children died in childhood.

Mr. Holderman departed this life Oct. 28, 1883. He was a veteran of the war of the Rebellion, having enlisted in Kansas, August 17, 1861; he was a member of Company D, Sixth Kansas Cavalry, Colonel Judson, and participated in some important engagements and many skirmishes of the war. He was severely wounded July 17, 1863, in the Choctaw Nation, and was disabled quite a while at Tahlequah. He was also confined to the hospital at Fort Smith and Fort Gibson, and during this time acted as hospital steward. He never fully recovered from the injuries received, and his death finally resulted. He was honorably discharged in 1865. He adhered to the principles of the Republican party, but he was not an active politician. He was a man of many excellent traits and had the respect of all with whom he mingled.

Mrs. Holderman superintends the cultivation of the ranch, which has grown from 150 acres to 480 acres; with the exception of eighty acres of natural timber the place is under cultivation, and is one of the best improved and most desirable farms in the county. She is a woman of rare force of character, is progressive in her ideas, and with her family takes an active interest in the welfare of the county and the development of the many resources of the State.



BEN E. SNIPES, one of the enterprising and successful pioneers of Washington, was born in Chatham county, North Carolina, in July, 1835. His parents, Elam and Asenath (Rawson) Snipes, were natives of the same State. Elam Snipes was reared upon a farm and continued in agricultural pursuits, removing to Jefferson county, Iowa, in 1847. In 1864 he crossed the plains to Washington, locating in Klickitat county, where he still resides, at the age of eighty-two years, in the happy companionship of the wife of his early manhood, now eighty years of age.

Ben E. Snipes was educated in the old log schoolhouse in Iowa, without desks, the benches being made from split logs set upon pins. The schools were kept only in the winter and continued about three months. Yet, with a desire for education, he would walk two and three miles to improve these limited facilities. Thus by summers of labor upon the farm and winters of study he spent his early life until 1852, when, at the age of seventeen years, he struck out for self-support.

Desiring the opportunities of a new country, and as the tide of emigration was turning toward Oregon, he found opportunity to cross the plains as assistant to George Humphrey, who had several teams and a considerable body of loose cattle. Ben took charge of one of the ox teams and drove the entire distance, and also rendered assistance as second cook to the party. They were five months in crossing, but by cautious and wise management they experienced no unusual difficulties, and entered the Willamette valley at the south end, continuing to Salem, where our subject began "rustling" for self-support.

His first occupation was digging potatoes, but shortly afterward hired to work with a pack train bound for California with a load of apples, and was put in charge of the "bell mare," the train numbering forty-five mules. Arriving at Yreka, the apples were sold at \$1 per pound, fresh fruit being more rare than gold in those days. At Yreka young Snipes secured a miner's pick and pan and began prospecting for gold. His first claim indicated some richness, but without experience he did not realize how great until he sold out for \$500 and then worked for the party at \$7 per day. The result of working this claim to the purchaser was about \$75,000, while Mr. Snipes became so disgusted with himself for selling that he quit the "diggings." He then bought a "drifting claim" for \$1,500 at Yreka Flats, worked all winter, and in the spring had not sufficient money to pay his beef bill and had to work it out.

Thus becoming familiar with the butchering business, he subsequently bought the shop and continued it very profitably for one year,—on the credit basis,—until suddenly the town stampeded for richer diggings and young Snipes was left with a number of uncollectible bills, which represented his profits, again reducing him to that condition termed "dead broke." He then went to a mining camp on Scott's

river and engaged in the livery business, which he continued very successfully to the fall of 1855, when he returned to Oregon and joined his brother, George R. Snipes, then located at The Dalles. Our subject remained with him upon his farm until 1858, when, with the opening of the eastern part of Washington Territory for settlement, he located 160 acres at the mouth of the Klickitat river and engaged in the cattle business. After one year he sold his claim, invested the money in cattle, and with his little band of ninety-seven head started for Yakima county, the first stockman to take cattle into that county, in which the Indians were then very numerous. Young Snipes, with great judgment and foresight, hired an Indian to stay with him, thus allying himself with the people of the country.

In the spring of 1860 he drove his cattle to Rock creek in the Okanogan mining district and sold out, with a handsome profit. He continued this system of buying, fattening and selling until 1865, when he engaged in cattle-raising, having purchased lands bordering upon the Yakima river, which he stocked with a considerable herd. His land purchase covered 6,000 acres, bordering upon water-courses, with a vast grazing district contiguous. His herd then increased to vast proportions, and in 1880 numbered 35,000 head. That was a season of drought and disaster, as the severe winter of 1880-'81, which succeeded a summer of short feed, found the cattle in reduced flesh and unable to resist the more rigorous weather, and they died in scores, fully 28,000 head perishing in the snow and storms. Though the loss was great, Mr. Snipes re-stocked and continued successfully to the winter of 1886-'87, when another severe winter destroyed 10,000 head, but still his range is well stocked, numbering thousands of head. He has also been an extensive breeder of horses of the Clyde and Percheron strains, his band numbering about 2,000 head. These interests were continued to 1892, when Mr. Snipes decided to retire from the stock business.

Though these interests have been extensive, he has also found time for other enterprises. In 1866, through the process of loan and mortgage, he came into possession of the Wasco Woolen Mill at The Dalles, which he operated for a time, until determining there was no profit in the business, then sold the machinery, and in 1879 refitted with flour-milling machinery,

which he operated as the "Highland" mill, and continued to 1889, when the mill was destroyed by fire.

In 1880 he bought an interest in a drug store at The Dalles and formed the co-partnership of Kinersby, Snipes & Kinersby, which business is still continued, it having increased from a stock of \$10,000 to one of \$60,000, and conducted in both wholesale and retail departments, with an extensive and lucrative patronage.

In 1886 Mr. Snipes engaged in the banking business at Ellensburg, under the name of Ben E. Snipes & Co., erected one of the finest stone bank buildings in the State, and is conducting a general banking business. In 1890 he started the branch house known as the Roslyn Bank of Ben E. Snipes & Co. to accommodate the mining interests of that locality. He also owns extensive landed interests in Klickitat and Kittitas counties, and has recently purchased the Hill tract of 100 acres within the city limits of Seattle, which he has platted and subdivided and placed upon the market.

Mr. Snipes was married in Columbus, Klickitat county, in 1864, to Miss Mary A. Parrett, a native of Oregon, and they have one son, Ben E., Jr.

In July, 1890, Mr. Snipes removed his family to Seattle, and purchased a handsome residence on the corner of Eleventh and Madison streets, where he now resides. Thus briefly have we attempted to portray the life of a successful pioneer, who has overcome the manifold trials of life in dangers untold, hardships without number and heavy financial losses. Yet with keen foresight, good judgment and persistency of purpose he has followed closely the allotted line of development and has arisen triumphant in the possession of wealth, with an unsullied reputation and enjoying the respect and confidence of a large circle of friends and acquaintances.



ROBERT NIEDERGESAEISS, general manager of the Seattle Brick and Tile Company, was born in Germany in 1846.

He was carefully educated in the Von Crousaz Institute in Silesia. Later he devoted his attention to mechanical engineering, and especial attention was paid to the brick manufacture. In 1866 he began the practical part of

brick-making in his father's little brick-yard near Glogau, Silesia, and there developed and built up a very successful business, which is still continued by his brother Julius, and annually pays very handsome dividends. In that yard our subject constructed the first brick machine in that part of the country. The impetus given to trade after the Franco-German war enabled him to engage largely in building operations in various provinces and to spend his spare time in traveling. In 1874 he went to Gleiwitz, accepting the management of a large manufacturing establishment, which he soon placed upon a sound financial basis.

He was married in Stow-Bedon, England, in 1875, to Miss Caroline P. R. Godfrey, and resided near Gleiwitz until 1877; then removed with his family to Wellington, New Zealand, and started a small brick-yard, and later engaged in mining and building kilns, brick and pipe machinery, remaining until 1887, when he decided that the country was insufficiently developed to give proper scope to his progressive ideas, and he would visit America.

Upon arriving in the United States he was quick to see the opportunities which the country offered, and, learning of the difficulties attending the manufacture of brick in the free flow of clay from the machine, his inventive genius evolved the "lubricating die," which remedied the evil, and is now in general use throughout the United States. Applying to the Frye, Sheckler Company of Bucyrus, Ohio, Mr. Niedergesaess sold them his patent and found ready employment in the adjustment of brick machines throughout the interior, creating a large demand for his improved machine and making for himself a wide reputation.

In the fall of 1887 he went to Germany on a visit, returning to America in the spring of 1888. He then came to the Pacific Northwest in the interests of Frye, Sheckler & Co., and after improving their trade at Portland he came to Seattle and found the brick business in an undeveloped condition, owing to the inability to work the clay to advantage. With his invention and experience he set the machinery running for the Seattle Brick and Tile Company, and was then offered an interest in the business, which he readily accepted, as he could foresee the great possibilities in that line of manufacture. He was made general manager for the company, the yard being situated on Smith's cove, and rapidly increased the business.

After the fire of 1889 they started the yard in South Seattle, where they have valuable property and extensive works. To meet the increased demand for superior brick in 1891 Mr. Niedergesaess erected a continuous kiln after his own invention, which has been steadily running for years. In July, 1892, Mr. Niedergesaess was one of the organizers of the Everett Electric Brick Company, and was made treasurer of the company and manager of the manufactory.

The latest of the many inventions of Mr. Niedergesaess is an elevator, which for practicability and usefulness is a great labor-saving machine. Thus has scientific knowledge and practical work developed and built up one of Seattle's manufacturing interests, which is self-sustaining and prosperous,—one which opens employment to many men, and one which has been built up to its present standard by business thrift, integrity and enterprise.

Mr. and Mrs. Niedergesaess have five children, three sons and two daughters. They are all receiving a practical education, and the boys are developing inventive ideas which are being fostered and characterized under their father's watchful guidance, their chief aim being the perfection of steam engines and other motors by the direct application of heat for obtaining the nearest approach to its equivalent, i. e., power either by the agency of steam, gas or electricity.



B F. BRIGGS, one of the oldest financiers in the city of Seattle, was born in Free-town, Massachusetts, July 19, 1832. His parents, Franklin and Sarah (Hathaway) Briggs, were natives of the same State, their ancestry dating back to the pioneer settlement. Franklin Briggs was a seafaring man and a master of sailing vessels for about forty years. The subject of this sketch was educated in the schools of the old Bay State, and at the age of eighteen years made his first cruise at sea. He became Master at the age of twenty years, and in 1853 started for California via the Nicaragua route. He embarked from New York upon the old steamship "Constitution," and re-embarked upon the "Golden Gate" upon the Pacific coast. Duly arriving in San Francisco, he was then employed as Master of a small schooner in running about the bay and up the

Sacramento river. After three years of service he took charge of the Rincon Point warehouse in San Francisco, and remained as superintendent for five years, when he engaged in the grain-commission business with Captain E. G. Lamb, and continued until 1869, when the firm dissolved.

Mr. Briggs was married in San Francisco, in 1868, to Miss Rebecca Horton, a native of Illinois and daughter of Dexter Horton, a pioneer of Seattle. In December, 1869, Mr. Briggs removed to Seattle at the solicitation of Dexter Horton, to act as cashier in the establishment of Mr. Horton's private bank. Mr. Briggs continued as the trusted cashier for a period of twenty years, with barely a week's cessation from the continuous discharge of duty. In the fall of 1889 Mr. Briggs resigned from the bank and became the cashier in charge of Mr. Horton's private financial interests, and superintendent of the Seattle and New York business blocks. He is also one of the executors of the estate of P. H. Lewis, deceased, and is the trusted director in other financial matters.

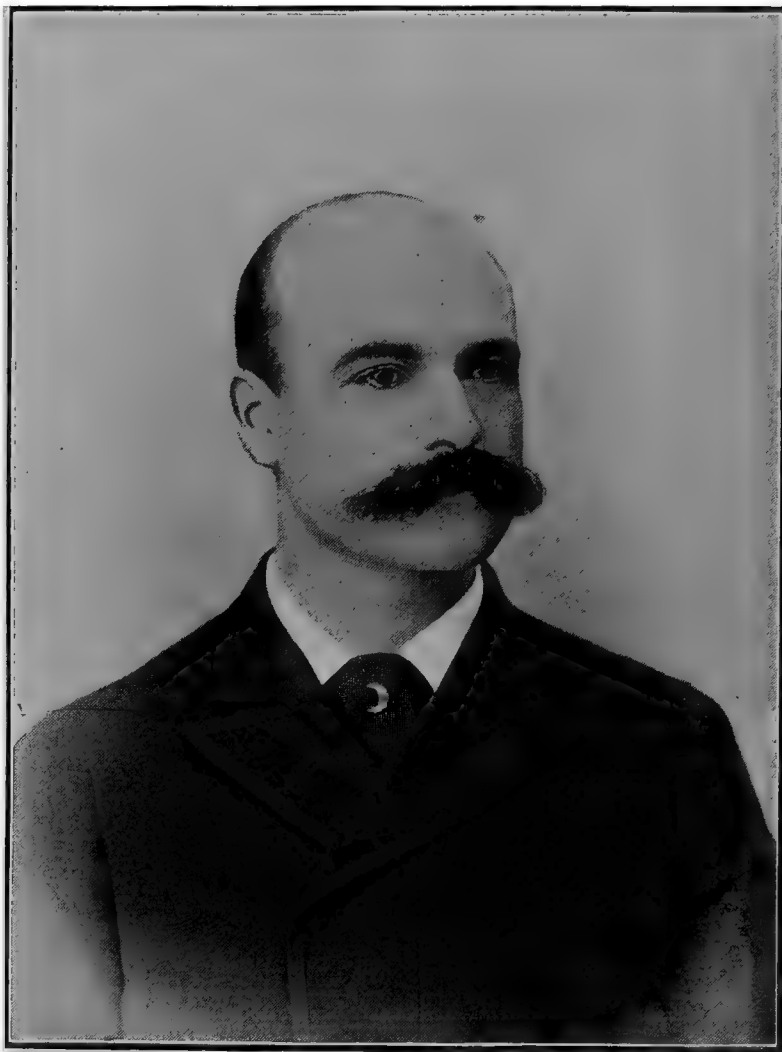
He is largely interested in the Capitol Mining Company, in Stevens county, and the Industry mine in King county. Both of these are iron mines possessing flattering prospects. He also owns 200 acres of land on Lake Washington, with one-quarter of a mile water front, and 300 acres three miles north of the lake, besides valuable improved residence and business property in the city of Seattle. The first Mrs. Briggs deceased in 1875, leaving three children: Ida, Alford and Laura.

Mr. Briggs was married in Seattle, in 1878, to Miss Sarah Griffith, native of Pennsylvania. This union has been blessed by four children: Franklyn, Clarence E., Clyde and Herbert.

Socially Mr. Briggs affiliates with the F. & A. M. Politically he is a Republican, "first, last and all the time," but in no sense a politician, and, save for serving one term as member of the City Council, he has strenuously declined every political preferment.



E DWARD MILLER.—Among the business men of Tacoma who have been associated with the city since the early days of the new town, is the subject of this sketch. He came here as a workman at his trade, began business for himself shortly afterward, in a



S. L. Crawford.

small way, and now ranks among the substantial business men and manufacturers of Tacoma. A brief outline sketch of his career, giving some of the salient features, becomes, on that account, an interesting feature in this volume of Washington history.

Edward Miller is a native of the State of Wisconsin, born at Mishicott, Manitowoc county, on the 26th day of January, 1860, his parents being Henry and Wilhelmina (Heberlein) Miller. His parents were natives of Germany, but both came to this country when young, and were married here.

Our subject was reared in his native town, and there received his schooling, after which he learned the trade of tin and galvanized iron working, at which he was occupied there until 1884. In that year he came to Tacoma, a young man, twenty-four years of age, and after looking around went to work for the firm of Harvey & Young. He had in view his own establishment in business, however, and after two months with that firm, he, in partnership with Fred Keller, opened a small shop at 1,504 Railroad street. This partnership lasted about a year, and then Henry G. Peters bought out the interest of Mr. Keller, and the firm of Peters & Miller was formed. Business had increased meantime, but still the shop was not a large one. They soon removed to No. 912 Railroad street, where they remained five years, at the end of which time they put up a large brick structure on Jefferson avenue and Twenty-fifth street, and moved into it. The growth of their business during all this time had been regular and rapid, and in 1891 they incorporated as the Peters & Miller Company, with a capital stock of \$25,000, and Mr. Miller became vice-president of the company.

In July, 1892, Mr. Miller sold out his stock in that concern, and opened for himself a new establishment at No. 1,513 Tacoma avenue, and on the property erected a building, the same being completed in the spring of 1892, and being 25 x 100 feet in ground dimensions, and four stories and basement in height. Mr. Miller utilizes the basement and ground floor in his business operations. His trade extends all over the State of Washington, in galvanized iron and copper work, composition and metal roofing, etc., and he does a great deal of contract work.

He was married in Wisconsin, on the 11th of September, 1881, to Miss Frances Hartmann,

a native of that State, born in Milwaukee. They have three children, viz.: Oscar, born October 11, 1882; Arthur, born August 29, 1884; Edward, born November 7, 1887.

Mr. Miller has passed the chairs of Crescent Lodge, No. 44, I. O. O. F., and for two years past has been its Treasurer; he is a member of Tacoma Encampment, No. 8, Tacoma Canton, No. 4, and Rebekah degree lodge, No. 1; is a member of A. O. U. W., No. 32, and of the Germania Society, of which he has been Treasurer for the past four years. As a business man Mr. Miller's capacity is indicated by the record of this progress in Tacoma, as, though yet a young man in years, he is thoroughly recognized as one of the reliable, substantial men of the city. He belongs to that class of business men who win friends by courteous demeanor, and holds them by fair, considerate treatment. For these reasons he and his establishment enjoy the highest standing in the business circles of the city and State.



SAMUEL LEROY CRAWFORD, one of the representative business men of Seattle, is among the few citizens of adult age born upon the Pacific Coast. He is a native of Oregon, and a grandson on the maternal side of Robert Moore, who crossed the plains in 1842 and settled in the Willamette valley, and who figures prominently in the pioneer history of Oregon, having been one of the organizers and an officer under the first civil government established west of the Rocky mountains. He was a man of great force of character, well educated and by nature and training well adapted to lead and direct the forces of civilization in the remote West. During the entire period of the provisional government, as the government of the settlers was termed in Oregon, which existed until the Government of the United States was extended over the Territory, Mr. Moore rendered efficient service in the maintenance of law and order, and was one upon whom the settlers in this trying and dangerous period relied with absolute confidence and trust. He located his claim upon the site now occupied by Linn City, where he lived honored and respected until his death.

The parents of our subject, Ronald C. and Elizabeth J. (Moore) Crawford, natives of New

York and Illinois respectively, came to Oregon in 1847, were married in 1852, and settled near Oregon City, where their son, Samuel, was born in 1855.

Ronald C. is a brother of Medorem Crawford, who, with Dr. Elijah White, crossed the plains in 1842 and settled in the Willamette valley, and was a member of the first Territorial Legislature. He has done much in the way of preserving a record of the early pioneer days in Oregon, his public addresses before the Oregon Pioneer Association, in 1881, and his contributions to the press at various time throw much light on the earliest attempts to carry civilization to the shores of the Pacific.

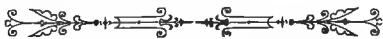
In 1862 the family of Ronald C. Crawford, removed to the Walla Walla valley, Washington Territory, and two years later to Walla Walla. In 1864 Ronald C. Crawford was appointed Deputy Collector of Internal Revenue for Oregon, and for the next five years the family lived a portion of the time at Oregon City and later at Salem. In the public schools of these two cities, and, for a brief period, at the Willamette University, the principal part of the education of our subject was received. With his parents young Crawford, in the fall of 1869, removed to Olympia, Washington, where his father engaged in the furniture manufacturing business. Here for two years he attended school, but in September, 1871, entered the printing office of to Washington Standard to learn the printer's trade. He remained in this office four years. In the meantime his parents had moved to a farm in Lewis county, and the support of the family largely fell upon him, and, that he might fully discharge his duty in this regard, he not only worked during the day but spent his evenings engaged upon work for the public printer. In 1875 he was elected Assistant Clerk in the lower house of the Territorial Legislature, at which time his father was a member of the Legislature from Lewis county. Later on he was employed by C. B. Bagley, at that time public printer, and also worked on the Daily Echo in connection with the latter, at times performing the various duties of city editor, compositor and pressman. When the Daily Intelligencer of Seattle was established in June, 1876, Mr. Crawford took charge of the mechanical department of the paper and was there employed for about four years, when he was placed at the head of the local department, where his energy and natural talent for newspaper work at once

became manifest. In 1880, in connection with Thomas W. Prosch, he purchased the paper and for two years it was most successfully conducted. Under their management, with Mr. Crawford at the head of the local department, this journal assumed the first place in Washington Territory journalism. It was at the most trying period of its existence, and the success attained was largely due to Mr. Crawford's tireless activity and well directed efforts in its behalf. Mr. Crawford continued as joint proprietor until the paper was consolidated with the Post, as the Post-Intelligencer, when he sold his interest, but remained in charge of the news department until November, 1888. It was while serving in this responsible and arduous position that Mr. Crawford performed not only a highly appreciated work in behalf of the paper, but acquired an enviable reputation for integrity and business ability, and became one of the best known characters in Washington Territory. Upon retiring from newspaper work Mr. Crawford, in connection with Charles T. Conover, who had also been employed upon the Post-Intelligencer, formed a co-partnership in the real-estate business. Both of them being thoroughly known and of the highest standing in the commercial community, their success was not only instantaneous, but they at once stepped to a foremost place among the real-estate firms of the city, their transactions for the first year aggregating \$1,250,000. Their success can be easily accounted for. They determined upon a course of action which they have persistently followed, and that was to handle nothing but strictly inside and business property; to conduct their business as other lines of trade are conducted, and to eschew everything which savored of the methods which have brought the real-estate business into disrepute in all parts of the country. The result was that they quickly gained the absolute confidence of the people and have been entrusted with many of the most important real-estate transactions ever consummated in this part of the country. It is also a fact that the members of no firm have done more to elevate and give an honorable tone to business in which they are engaged, a business which has suffered perhaps more than any other through disreputable practice of dishonest men. They have spent large sums of money in advertising the advantages of Seattle and the resources of Washington, and to them is accredited the appropriate appellation of "The Ever-

green State," which was first used in their descriptive catalogue published in January, 1890. Their work in this direction has had a far-reaching effect in attracting capital and aiding in the development of this section of the country. In this regard, as well as in hearty co-operation with all honorable means to advance the good of Seattle, they are always foremost.

Mr. Crawford is not only a hard worker but a man of fine business capacity. His life from early boyhood has been one of incessant activity, and in every position in which fortune has placed him he has most admirably discharged every obligation placed upon him. His faith in the city of his home and his steadfast loyalty to its interests have ever been marked in his career, and no one has more willingly devoted a part of his time and means to advance its material welfare. The substantial success which has rewarded his effort in business has placed him, while young in years, in affluent circumstances and broadened his opportunities to still further contribute to the good of the community in which his lot is cast. As one of the native sons of the Pacific Coast, he has reflected honor upon his sturdy ancestors who braved all the dangers and suffered all the privations of the remote West to make possible the rich inheritance of their posterity.

Mr. Crawford was married April 30, 1890, to the youngest daughter of Dr. M. F. Clayton, of Sacramento, California. The only child of his wife by a former marriage, a son of ten years, is not only a loved and cherished member of his family but will be henceforth known as Frank Clayton Crawford.



JC. DIERINGER, the leading man in the new town of Dieringer, Washington, was born March 12, 1851, twenty miles from Canton, Ohio.

Mr. Dieringer is truly a self-made man. He began life on his own responsibility when he was eleven years old, working to support himself during the summer and attending school during the winter. He was employed as clerk in a general merchandise store for three years prior to moving to Madison, Wisconsin, where he clerked in a hotel for a year and a half. At Madison he attended the Wisconsin University for three years, and was a student in the Worth-

erton Business College three years. He was employed in railroad work for the Wisconsin Central one year, as a member of a surveying party, and after that went to northern Wisconsin to work in the pineries. He assisted in taking several fleets of lumber down the Mississippi to St. Louis, being employed for two years as superintendent of the C. J. L. Meyers Lumber Co. After that he turned his attention to the boot and shoe business, being employed as traveling salesman for the wholesale firm of Meisner Bros., and after traveling for some time engaged in the manufacture of boots and shoes, with a capital of about \$7,000. Owing, however, to the great depression in money matters throughout the State about that time, he was obliged to close his business, and again we find him in railroad employ. He was civil engineer for the Chicago, Burlington & Quincy Railroad, and afterward for the Denver & Rio Grande Railroad, being employed by the latter company from 1880 till 1882. In 1882, accompanied by his wife, he went back to Wisconsin, and that same year came to Tacoma, Washington, he being in the employ of the Northern Pacific Railroad Company. While working for the company, he located on 160 acres of land in Stuck valley, but he was obliged to enter contest in order to get the land, which was first filed on by H. Dagget. Mr. Dagget vacated and then William Spinning commenced contest. After much litigation, three decisions have been rendered: the case was finally settled February 6, 1866. In July of that year Mr. Dieringer moved on to his farm, and has since devoted his time and energies to its improvement and cultivation. He has cleared 160 acres and tiled the same, having put in 313,600 feet of tile, at a cost of about \$9,000. He has ten acres in hops, ten acres in orchard and small fruit, and the rest is devoted hay and grain. He has about forty-five milch cows, fifteen horses, seventy-five sheep and sixty hogs, and his farm is well equipped with all the necessary implements and conveniences. He has a hop kiln 32 x 60 feet, and a barn 40 x 80 feet, and another 30 x 60 feet. As showing the fertility of his soil we give the yield per acre of his crops: Potatoes, 350 bushels; hay, three and one-half tons; hops, one and two-thirds tons per acre. Mr. Dieringer runs a general store, has charge of the railroad station, and is also Postmaster at Dieringer, having been appointed Postmaster by President Cleveland. Since 1892 he has also been a Justice of the Peace.

Mr. Dieringer was married August 6, 1877, to Ann B. Schmitking, of Milwaukee, Wisconsin. They have two daughters and one son,—Josephine and Grace, and Andrew M.

It should be further stated that Andrew Dieringer, the father of our subject, is of German birth, is a blacksmith by trade, and is now living on a farm. In 1854 he settled in Fond du Lac county, Wisconsin, where he took a homestead claim to 320 acres of timber land, cleared the same and put it under cultivation, and still resides on the old homestead. Mrs. Dieringer, the wife of our subject, is also of German birth.

CHARLES E. MORRIS, Treasurer of Klickitat county, Washington, is one of the most capable officials, and is in every way worthy of the confidence reposed in him. Following is a brief sketch of his personal career: He was born in the State of Wisconsin, January 3, 1850, a son of Eliam and Susan (Good) Morris. During his infancy he was brought by his parents across the plains to the Pacific coast, and a settlement was made at North Yam Hill, Yam Hill county, Oregon, which has since been the family home. Here Charles E. grew to maturity, receiving his education at the common schools, and a thorough training in all the details of agriculture. He remained upon his father's farm until 1879, and then started out to seek his own fortune, buoyed by the hopes and anticipations that happily are always the accompaniment of inexperienced youth.

After spending a short time in Heppner, Oregon, Mr. Morris came to Goldendale, Klickitat county, Washington, and began the mastery of a trade, which he followed with marked success, serving an apprenticeship with A. C. Hall, a well-known blacksmith. He bought the business at the end of two years, carrying it on alone until 1892.

In September of the year just mentioned he was nominated, in the convention of the People's party, candidate for the office of Treasurer of Klickitat county, and carried the election the following November. His administration has been one reflecting credit upon himself and justifying the choice of his constituency. Mr. Morris is a member of Klickitat Lodge, No. 127, Modern Woodmen of the World, and is Master Workman of the local lodge, A. O. U. W.

He was united in marriage in Oregon, February 9, 1872, to Miss Susan Gaunt, who was born in Yam Hill county, Oregon, a daughter of Haines and Emily (West) Gaunt. Her parents were pioneers of Oregon, having settled there early in the '50s. Mr. and Mrs. Morris have four children: Charles, Stella, Harry and Ruphus.

JOHN SPENCER, one of the pioneer plumbers of the Pacific coast, was born in West Derby, near Liverpool, England, January 8, 1833, descended from English ancestry, who for generations had been connected with the plumbing business. At the age of thirteen years he began learning his trade, which in the old country combined plumbing, painting and glazing, and after an apprenticeship of five years he became a finished and scientific workman. In 1851 he emigrated to the United States and entered the employ of John Hudson, of Brooklyn, New York, a representative plumber of that city, and with him remained until 1852, When Hudson decided to come to California, and, as young Spencer was the most competent of his several workmen, he decided to bring John to the coast. Hudson then started by the Panama route, while John made the passage by rounding Cape Horn, upon the good ship Eliza Mallory, and after a voyage of five months landed in San Francisco, October 20, 1852. Hudson then started a shop in San Francisco and our subject was his right-hand man. There was no plumbing in that early day, the work being chiefly connected with engines and pumps. During the winter they fitted the first gas pipes in the city, at Austin's dry-goods store, Lawrence street. As jobs were unfrequent, and the life of the city very gay and expensive, young Spencer soon exhausted his small capital, and, in the spring of 1853, with a few companions, decided to come to Puget Sound. They accomplished their plan by working their passage upon a sailing vessel. The schooner Dameriscove duly arriving at Steilacoom the boys then contracted with the captain to load the vessel with lumber at Crosby's mill at Tumwater, and this work being accomplished their cash capital was increased. They then organized a gold expedition to the Olympic mountains, traveling by canoe across the Sound and up the Dacqueboose river. This trip was

made midst great danger from the Indians. They, however, returned with fair prospects, but with insufficient machinery the claim was never successfully developed. Our subject then engaged as cook in a logging camp at Port Discovery at \$20 per month, but was soon after promoted to "ax-man" at better wages, and subsequently became a partner in the business. He then purchased a half interest with Ben Gibbs, in the "Clallam-Bell," a five-ton center-board sloop, and did a general jobbing business about the Sound, making regular trips between Olympia and Dungeness, carrying passengers, mail, freight, etc. This business was continued very profitably about one year, but being in opposition to the Hudson's Bay Company, with no protection, it became very dangerous, and in 1855 Mr. Spencer retired from the business. He then decided to return to England to visit his parents, making the trip to San Francisco by sailing vessel. The attractions of that city soon exhausted his savings, and he engaged at his trade at \$8 per day to go to Peru, and there worked about eight months, when he tired of the country and took passage on ship *Wonata* for London. After a pleasant visit with his family and associates, he sail for Melbourne, Australia, and immediately found work at his trade at good wages, and for seven months was engaged upon the roof of the Parliament buildings.

In 1857 he returned to England, and was married in Liverpool, to Miss Elizabeth Jane Prouse, remaining in that city up to 1862. Wages were low and no opportunities were offered for elevating the mechanic, and he was impressed with a desire to return to Puget Sound. This he accomplished in 1862 by paying one-half of passage and assisting the steward for balance of pay. He landed in Victoria, British Columbia, in August of the same year, with but \$3.50 in his pocket and no friends in the country. Work was plentiful and he soon secured a contract, which, being successfully carried out, made for him both friends and a reputation. He opened a shop and soon became the leading plumber of that city. In 1864 he sent for his family, and continued his business in Victoria until 1870, when he removed to Stockton, California, and operated a shop for twelve months, then removed to Oakland and conducted the leading business of that city up to April, 1882. He then returned to the Sound country and located in Seattle. He brought

stock from Oakland and immediately opened a shop, which he successfully conducted up to the great fire of June, 1889, when he was burned out and then retired from business, having so invested his earnings from time to time as to afford him a comfortable competency.

In 1890, after an absence of twenty-eight years, he and wife returned to the old country, and made a delightful visit amongst the scenes of childhood. Returning to Seattle he began improving his property for business and residence purposes, and is now occupied in looking after his several interests.

Mr. and Mrs. Spencer have seven children, all of whom have reached maturity: John W., Elizabeth M., now Mrs. J. H. Swyney; Louisa I., now Mrs. R. C. Portway; Robert P., Mary A., Samuel G. and Charles M.

Thus briefly have we related some of the trials of the Pacific coast pioneer, who has lived upon dried salmon and potatoes, clams, fish, etc., has made his own clothes from flour sacks and blankets, and who yet says that he has "never seen any very hard times." His indomitable will and energy have enabled him to overcome all obstacles, and hopefulness ever changed the shadows of life into rays of joy and brightness.



A W. ARNOLD, one of the most intelligent agriculturists of Whidby island, Washington, is a native of the State of New York, born November 10, 1830, and a son of J. B. and Harriet (Botsford) Arnold; the father was born in the year 1800, and died in 1892; the mother was born in 1806, and lived until 1891; both were residing in Indiana at the time of death. When A. W. Arnold was one year old his parents removed from Cayuga to Orleans county, New York, and thence to the State of Indiana in 1849; he lived on the farm in Indiana for two years, and then concluded to leave the Hoosier State with all its attractions for the Pacific coast. In November, 1851, he went to New York and set sail from that port for Aspinwall, crossing the Isthmus he again set sail, and was out seventy-nine days before San Francisco was reached; and the crew and passengers were near starvation before land appeared.

Mr. Arnold engaged in mining in southern California, and continued his search for gold

until 1857, when he came to Puget Sound and located at Port Madison; here he turned his attention to the lumber and milling business, but the following year the Fraser river gold excitement led him to British Columbia; he prospected a few weeks, and then returned to the Sound, where he laid in a supply of tools and provisions. Returning to the mines he worked there one season; and then came back to the Port Madison mills; at the end of twelve months he went to the Port Discovery mills, where he remained three years. In 1863 he went to Whidby island in quest of a new occupation; he bought a farm which he cultivated for a short time, and then purchased an interest in a fish-canning establishment, which he helped to operate on Clallan bay; disposing of this interest he returned to the island and engaged in farming.

On May 3, 1865, he was united in marriage to Phebe A. Carlton, a native of New England, born March 16, 1842. Eight children were born in the family of Mr. and Mrs. Arnold: Lizzie, J. C., Mary, H. B., F. E., B. A., Lillian H. and Phebe A.

About 1874 Mr. Arnold made a trip to the East, traveling extensively in that part of the country. He has been a prolific writer upon the subjects of agriculture and horticulture, and has been correspondent for several Eastern journals, devoted to all branches of farming. He has also thoroughly investigated the resources of Washington and has given the results for publication to the Post-Intelligencer of Seattle, the Tacoma Ledger, the Penman's Gazette of New York city, Iowa Homestead, and various local papers.



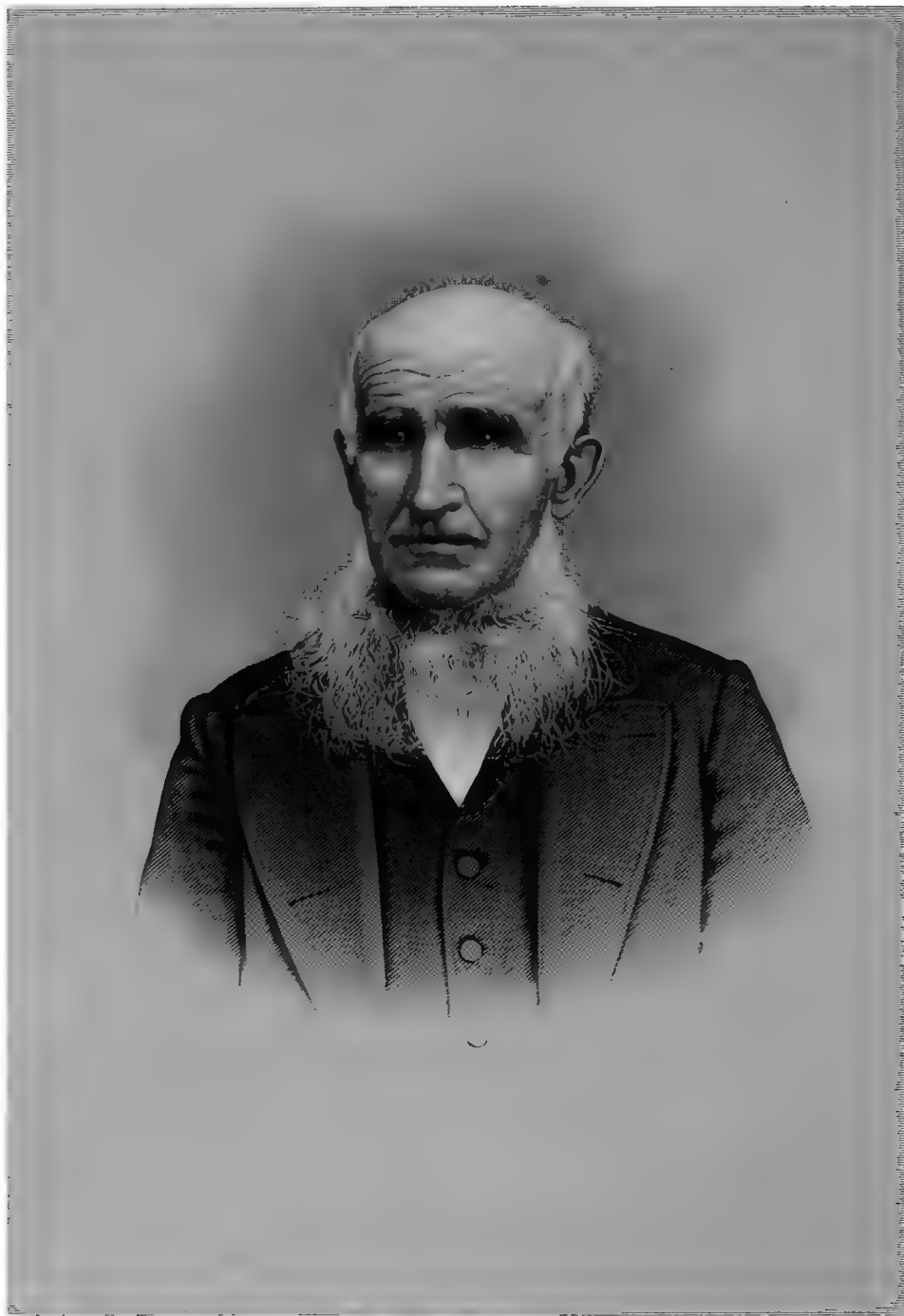
GEORGE A. ELLSPERMAN, County Clerk and Clerk of the Superior Court of San Juan county, Washington, was born in Bethalto, Madison county, Illinois, September 21, 1865. Both of Mr. Ellsperman's parents were born in Bavaria, Germany,—his father, Charles Ellsperman, in 1826, and his mother, *nee* Marie Smith, in 1829. His father emigrated to this country in 1843 and remained a short time in New York, thence moved to Columbus, Ohio, from where he went to Columbia, Illinois, where he met his wife and where they were married, about forty-five years ago. They were among

the first settlers in Madison county, locating at Bethalto, where the father was engaged in extensive cooperage business until the panic of 1873. They had five children, all with the exception of George A. still being residents of Illinois.

George A. attended the high school in Bethalto, and by hard study passed through it at the age of fourteen, when he apprenticed himself to learn the cooper trade in E. O. Standard & Company's shops, completing his trade the following year, when his father died, his mother having died in 1871. He followed his trade for various lengths of time in twenty-eight of the United States and Territories, traveling extensively through the Northern, Western and Southern States until 1888, when he permanently located in San Juan county, Washington. His first employment here was with the Roche Harbor Lime Works, for about eight months, after which he spent fourteen months at the San Juan Lime Works, leaving the latter place to accept the position of foreman in the cooperage department of the Eureka Lime Works, continuing as such nearly two years, until the plant closed down. In the meantime he pre-empted 160 acres on San Juan island, and accumulated other valuable property, one piece being a fine prune orchard and residence in the county seat, which he manages to look after besides his clerk's duties.

On January 2, 1892, Mr. Ellsperman severed his connection with the lime business and entered the employ of the Islander Printing and Publishing Company, and on March 1st formed a partnership with J. C. Clinton and leased the Islander plant, and officiated as local editor of that paper until he accepted the office of County Clerk and Clerk of the Superior Court, to which office he was elected November 8, 1892, on the Democratic ticket in a strong Republican county, receiving a majority of 129 votes out of 712.

Mr. Ellsperman fathered Mt. Dallas Lodge, No. 95, I. O. O. F., of Friday Harbor, and became its first Noble Grand; was elected as delegate to the Grand Lodge at Walla Walla in 1892, and to that at Olympia in 1893. He with several others were instrumental in erecting the I. O. O. F. hall at Friday Harbor, it being the largest and most imposing edifice in the place, and having a large and commodious lodge room in the second story and a public hall and opera house on the first floor. He is an



Thomas Mercer

enthusiastic member of the order, dating his membership from the time he was twenty-one years old.

He was married May 19, 1892, at New Whatcom, by Hon. Judge John R. Winn, to Eva Viola Cary, who was born in Lawrence, Kansas, October 20, 1872. Mr. and Mrs. Ellsperman are members of the Valley Presbyterian Church, and in their married life are blessed with one child: Winnefred Louise, who was born July 11, 1893.

Mr. Ellsperman is what the world is proud to call a self-made man, being to this day studious, temperate, and as a whole a typical American citizen. In June, 1893, he was unanimously elected School Clerk of the Friday Harbor school district, and enjoys the confidence of the citizens irrespective of party or politics.



JUDGE THOMAS MERCER, one of the few living pioneers who were identified with the early history of Seattle, was born in Mercersburg, Ohio, March 11, 1813, and was the eldest son of Aaron and Jane (Dickerson) Mercer, natives of Virginia and Pennsylvania, respectively. Aaron Mercer removed to Ohio in boyhood, being among the pioneers of that country. He learned the process of manufacturing woolen cloths and blankets and then operated his own factory very successfully for a number of years. In 1834 he was among the pioneer settlers at Princeton, Bureau county, Illinois, and there spent the remainder of his life.

Fourteen children were born of this marriage and six of the number are still living, Thomas being the first born. His education was chiefly in the school of necessity, as labor was the chief occupation of the pioneer, and in the noble army of workers Judge Mercer has been arrayed throughout his life. He was a bright, active boy, quick in mathematics and mechanical work. His boyhood was passed in the factory of his father, and with his systematic methods and recognized ability he became foreman at the age of fourteen years and operated the factory up to 1834, when the family removed to Illinois and engaged in farming. In 1836 young Mercer started a store in a little, old, log cabin in Princeton, and this enterprise he prosecuted for one year, abandoning it then because of the close confinement entailed. He then returned to agricultural life.

In 1837 he took an active part in the division of Putnam county, and the organization of Bureau county, and incidental to his efforts in this connection, in visiting different localities, he killed a valuable horse by rapid driving. With the organization of the new county, he was elected the first County Clerk, but as the revenue yielded was but twenty-five cents per day he soon turned over the office to other parties.

Our subject was married in Princeton, in 1838, to Miss Nancy Brigham, a native of New Hampshire. He then continued farming up to 1851, when he sold out, settled up his affairs, and in April, 1852, with his wife and four children, left his Illinois home, and with horse teams crossed the plains to Oregon. In the same train were Dexter Horton and William H. Shondy, both of Seattle. The usual adventures were encountered by the emigrants, but they met no disasters until they reached the Dalles, where Mrs. Mercer was taken sick, and at the Cascades she passed on to the other world, leaving a bereaved husband and four small children, the eldest being not quite fourteen years old. The following winter was passed in Salem, where Mr. Mercer purchased one-half interest in a blacksmith shop and worked from six A. M. to eleven P. M. Flour was forty dollars per barrel and all other provisions in proportion. In the summer of 1853 he removed his little ones to Puget Sound, traveling by boat to the Cowlitz river and then driving to Olympia, the trail being almost impassable. From Olympia he drove to Steilacoom, and there by boat to Seattle, arriving here August 25, 1853. He took up a claim of 150 acres, adjoining that of D. T. Denny, all of which is now within the city limits. He brought to the primitive town the same team of horses which had transported him safely across the plains, and his was the first wagon brought to the town. His claim being situate back from the water, the young men turned out and assisted him in cutting a trail wide enough for his wagon to pass through to his ranch, and for a number of years he did the teaming for the town. In 1854 he built a box house, securing lumber from Yesler's mill. This house was somewhat open to the light of day, but it afforded protection and was soon improved. Part of his claim, being bottom land, was soon cleared, and the second year he raised in hay, oats and vegetables, sufficient to provide for his family and stock. Mr. Mer-

cer was a hard worker and was progressive in his ideas, and soon became the leading farmer of the community.

For seven years he was mother, father and protector to his family of little ones, all of whom grew to maturity, and three of whom are still living: Mary J., wife of Henry Parsons; Susan, wife of David Graham; Alice, wife of Clarence B. Bagley.

In 1859, Mr. Mercer was married, in Salem, Oregon, to Miss Loretta H. Ward, of Kentucky, daughter of Jesse Ward, a pioneer of 1853; and returning to Seattle he continued his agricultural life.

With the organization of King county, in 1854, Mr. Mercer was appointed one of the first Commissioners, and in 1858 he was elected Probate Judge and held the position for ten consecutive years. With the increased settlement of the town and demand for residence property, Mr. Mercer platted the town of Eden and later that of West Seattle, from the sales of which he has realized a considerable fortune. He still retains a part of his original claim, which has increased to a value far beyond his fondest dreams. It fell to the lot of Mr. Mercer to name those beautiful lakes now the pride of Seattle. In an address delivered at a picnic in 1854 he suggested that the greater be called Lake Washington, after the father of our country, and the lesser be called Union, as the probable future connection between the two great salt and fresh water bodies.

In 1883, he built his present commodious residence overlooking the modest cottage which was built in 1854, and which he still cherishes as a relic of the past. The home also commands a view of the great city which he has so materially aided in developing. He has always been an enthusiastic believer in Seattle's destiny as the metropolis of the great Northwest, and upon every occasion has done his share to promote the city's good. His life has been a quiet and peaceful one, guided by a high sense of honor, and his present prosperity is chiefly enjoyed because of the possibilities of increasing his charities and deeds of benevolence.



J A. BAILLARGEON, proprietor of the Lace House, in Seattle, and one of the enterprising and successful merchants of the Queen City, was born in Quebec, Canada,

in February, 1856, descended from French ancestry. His father, who was a mechanic of great ability and an enterprising contractor, was attracted by the marvelous growth of Chicago, and moved there with his family in 1867, where he established a fine plant for working hard woods for inside finishing, etc., now carried on by two brothers of the subject of this sketch.

After attending the public schools of Chicago Mr. Baillargeon of this sketch entered upon his business career, in his thirteenth year, in a retail dry-goods store in Chicago, at the same time attending the night schools of that city, subsequently completing a commercial course at Bryant & Stratton's Business College. By perseverance and due diligence he passed through the several grades of clerkship until he became salesman of one of the leading establishments of that city.

In 1878, with the enthusiasm of youth and desiring the greater opportunities of a newer country, he removed to California and spent four years as salesman in the leading dry-goods stores of San Francisco. In 1882 he entered the employ of Schwabacher Brothers, and came to Seattle to take charge of their dress-goods department. In 1883 he engaged with William P. Boyd for one year, and in 1884 formed the copartnership of La Tour & Co., and opened a store for the sale of fancy dry-goods. This business was commenced in a very small way, but by enterprising, intelligent management was vigorously pushed to a successful issue, and continued for three and a half years, when Mr. Baillargeon sold his interest and retired from the firm. He then opened the Lace House in the Union Block, dealing only in the finer qualities of dry goods and ladies' furnishings, and conducted a very extensive business up to the great fire of June 6, 1889, when his entire stock was destroyed, involving a total loss of \$55,000. He immediately resumed business in a large tent on the southeast corner of Second and James streets, during the construction of the Occidental Block, and removed thereto on June 6, 1890, thus celebrating the anniversary of the great fire. His store now covers an area of 60 x 90 feet, with basement, and is fitted up with the most improved facilities for conducting a large business, with a force of thirty employees in constant attendance. The business has increased to such an extent that larger accommodations had to be provided, and a handsome new building is in course of erection,

when double the present room will be secured. The building is across the street from the present location, on the corner of Second and James, and is being built expressly for the business. The house employs a resident buyer in New York city, with office at No. 531 Broadway. His stock embraces a general line of dry goods, both imported and domestic, which he purchases direct from the manufacturers of the East and in Europe. Mr. Baillargeon pursued his mercantile education with houses who conducted business upon a cash basis, and he was among the first to establish that system in Seattle, which has proven eminently successful, enabling him to buy on closer margins, and to prove the old adage that "a nimble penny is better than a slow shilling." He accredits his success to his thorough knowledge of every detail of his business, accompanied with vigilance, perseverance, a careful study of human nature, and the supplying of his customers' wants without selling spurious articles.

He was married in Seattle, in 1885, to Miss Abbie, daughter of John Collins, one of the prominent citizens of the State. They have five children: Marie, Emma, Cebert, John and Abbie. The family reside on the corner of Fifth and Harvard streets, where Mr. Baillargeon has just completed a spacious and elegant home.



ALLEXANDER J. ANDERSON, Ph. D., one of the prominent educators of the Northwest, was born of Scotch ancestry, at Grey Abbey, Ireland, November 6, 1832. When he was but fifteen months of age his parents emigrated to the United States and settled upon the banks of the St. Lawrence river, where his father engaged in farming. The subject of this review was educated at the in the public schools at Lockport, and at Knox College at Galesburg, Illinois, defraying the expenses of his education by personal effort. For one year he maintained himself in school by sawing wood, working in gardens, and doing all manner of odd jobs. For the balance of the course he forestalled himself by serving as compositor in a printing office. Later on he engaged in teaching school, inaugurating his pedagogic labor when about twenty-one years of age. Thus completing his college course, he graduated in 1856. After one year as princi-

pal of the public school of Lisbon, Illinois, he settled in Lexington, and there established a private school, which he conducted successfully for four years. He was then induced to accept the position as Principal of Fowler Institute at Newark, Illinois,—a school formerly popular, but at that time utterly reduced in standing and patronage. Professor Anderson began his work with but eleven pupils, but, nothing daunted, he entered the field with the enthusiasm of past success, and after six years of labor he retired from the institution, which then showed an average attendance of 150 pupils. Returning to Lexington, he was appointed Superintendent of the Public Schools, and continued in that capacity for two years, until 1869, when he was called to Pacific Grove, Oregon, as principal of the academic department of Pacific University. Shortly after arrival he was elected as Professor of Pedagogy and Mathematics, and remained five years, resigning much against the wishes of the faculty. In 1872 he was selected as one of four prominent educators of Oregon to formulate rules and regulations for the government of the schools of the State, and was also chosen as examiner of teachers for State certificates and life diplomas. He also served as Superintendent of Schools for Washington county for one term. In 1874 he accepted the position of principal of the Central school in Portland, and remained two years. He also served one year as principal of the high school, and was then called as President of the Washington Territorial University at Seattle, and, accepting the call, removed to this city. The university was then in a prostrate condition, but by personal supervision, hard work and able management he restored it to a position of prominence among the educational institutions of the Northwest. After five years of faithful labor he was obliged to resign and remove to a dryer climate, by reason of the failing health of his wife. His resignation was viewed with great regret by the entire people, and as expressive of their appreciation and gratitude a banquet was prepared in his honor and largely attended by the representative citizens of Seattle. Professor Anderson then removed to Walla Walla, where his wife found new strength, her life being certainly prolonged by several years. The Professor continued his educational work as president of the Whitman Seminary,—another broken-down institution,—for which he solicited subscriptions in this State

and the East, and thus placed it upon an improved financial basis and also increased the attendance to 200 pupils. After the first year the name was changed to Whitman College by special charter granted by the Legislature, and he continued as President for nine years, when his own health became much impaired and he was obliged to retire from active labor.

He was married in Morris, Illinois, in 1857, to Miss Louise M. Phelps, of that State. She died at Walla Walla, September 22, 1889, leaving six children: Charles M., civil engineer in Seattle; Oliver P., civil engineer, draughtsman and an extensive publisher of maps and blue prints in Seattle; Louis F.; A. M., professor of Greek and Latin in Whitman College; Alexander J., Jr., a real-estate and loan agent, who died December 19, 1892; Rev. George P., of the Congregational Church, graduate of Whitman College and Yale Divinity School; and Helen H.

In July, 1892, Professor Anderson returned to Seattle, and is now engaged as editor of the Northwest Journal of Education, as, after an experience of nearly forty years in educational work, he finds it difficult to retire from that line of labor. His acquaintance is extensive throughout the Northwest, and the graduates from his schools are found in every town and hamlet.



L EONARD DILLER, proprietor of the Hotel Diller at Seattle, was born near Dayton, Ohio, October 26, 1839. His parents, Joseph and May Diller, were natives of France and Germany, and emigrated to the United States about 1834, locating in Kentucky. A millwright by trade, he erected the first flour and saw mills at Louisville, and subsequently settled in Ohio. In 1846 he crossed the plains to California, and spent one year in mining in California and southern Oregon; then returning to his trade he built gristmills on Rogue and Bear rivers, and in 1853 built the mills at Tumwater, Washington. His family came to the coast in 1854, by the Panama route, and joined Mr. Diller in Oregon, and they then settled in Benton county, where Mr. Diller continued his trade and also engaged in farming.

Leonard Diller received his early education at Ottawa, Illinois, but at the age of thirteen years struck out for self-support, and in the fall

of 1853 he started for the Pacific coast. From New York he embarked by the steamship Illinois for Aspinwall, crossed the isthmus to Panama, and thence by the Golden Gate to San Francisco, with about 1,200 passengers. Journeying northward the steamer broke her shaft, and after drifting a number of days repairs were completed and they ran into San Diego, but upon leaving that port they ran ashore and the vessel was partially destroyed, though no lives were lost. Mr. Diller re-shipped on the Goliath and landed in San Francisco on the 24th of January, 1854, thence on to Portland, Oregon, arriving in February.

He began work in the grocery store and bakery of Strong, Pittock & Co., and learned the business, remaining till 1861; then went to the Dalles, Oregon, as manager of the store and bakery of Keagle & Mobous. One year later he went to Oregon City as port steward of the People's Transportation Company, with boats running up the Willamette river.

In 1864 Mr. Diller engaged in the grocery and bakery business in Oregon City, and continued to 1870, then sold out and entered the general merchandise business, which he followed until January, 1873, when he again sold out, came to Tacoma and ran a hotel at Oldtown until March, 1874; then acted as Deputy Sheriff to February, 1875, when he came to Seattle and entered the employ of Foss & Borst, proprietors of the People's Market.

In 1877 Mr. Diller bought the Sneider Market, which he operated until October, 1881, then started a small hotel called the Esmond, on the corner of Commercial and Washington streets. In May, 1885, he purchased the stock of the Brunswick Hotel, corner of Commercial and Main streets, a large three-story building containing fifty-six rooms, and there continued to the great fire of June 6, 1889, when the entire property was destroyed.

Mr. Diller then began grading and building the Hotel Diller, corner of Front and University streets, having owned the property for a number of years. This hotel is 90 x 120 feet, four stories, brick, and contains ninety-five rooms, fitted up with modern appointments, and was opened for business on the 6th day of June, 1890, and has been continued with a large patronage.

Mr. Diller was married at Portland in 1879, to Miss Minnie Lealy, of Wisconsin. They have two children, Earley B. and Lena P. So-

cially, Mr. Diller affiliates with the 33d degree, Scottish rite, F. & A. M., and the I. O. O. F. encampment.

Mr. Diller resides on the corner of Eighth and Pike streets. His time and attention is given exclusively to his hotel business. He is a careful, conservative business man, who, after selecting his occupation, devoted his time to the one interest, and by economy and perseverance surmounted all obstacles and established a reputation and a credit which is without dispute among the business men of the Northwest.



PROF. E. S. INGRAHAM, one of the representative educators of Seattle, was born in Albion, Kennebec county, Maine, in April, 1852. His parents, Samuel and Almira (Davenport) Ingraham, were natives of the same State, their ancestors being numbered among the earliest settlers of New England. For many generations the family followed agriculture, but Samuel Ingraham digressed from that occupation and took to the sea, sailing as master mariner for about twenty-five years. His service was chiefly in packet ships which sailed from the Kennebec river and conducted a general passenger and freight business along the coast to the West Indies. Being a man of domestic habits and fond of his home ties and associations, he retired from the sea about 1840 and engaged in an agricultural life.

Prof. Ingraham, when a boy, attended the public schools of Maine until his fifteenth year, and then entered the Free Press office at Rockland and learned the printer's trade. With an increasing fondness for a literary life and a higher education, he entered the Eastern Maine State Normal School, and graduated there in 1871. According to the laws of the State relating to normal graduates, Mr. Ingraham then began teaching in the public schools, and at the same time pursued a classical course in the Waterville Classical Institute, which he followed three years, when his eyes failed and he had to stop such incessant study.

In August, 1875, he came to Seattle, where his half-brother, Andrew Ingraham, a pioneer of 1849 to the coast, then resided. Ten days after arriving Prof. Ingraham was offered the position of principal of the central school and

to assume charge of the schools of the city, which then numbered three buildings, six teachers and about 200 pupils. He continued as principal of the central school for thirteen years, and saw the number of teachers of the city schools increase to twenty-nine and the average attendance to 1,700 pupils. He was elected by the Republican party as Superintendent of King County Schools in 1876, and re-elected in 1878 and 1880, serving six years continuously. In 1883 he was appointed Superintendent of Seattle Public Schools, and held the office five years. After the admission of Washington to Statehood, Prof. Ingraham was a member of the first State Board of Education, by appointment of Governor Elisha P. Ferry.

Prof. Ingraham materially advanced the educational interests of Washington, was actively connected with State institute work, and he was among the first to advocate county institutes by organizing one in King county.

In 1888 he retired from educational work and shortly after entered into partnership with G. K. Coryell, and established the printing house of Ingraham & Coryell. They publish the Northwest Journal of Education and the Seattle Guide, a monthly publication of general information connected with the city, besides conducting a general job-printing business.

In February, 1886, during the Chinese riot, Prof. Ingraham, with other prominent citizens of Seattle, was sworn in as Deputy Sheriff to assist in maintaining order through the city. After the disturbance was quelled, these same gentlemen organized under the Territorial law as a company of militia, the membership including fifty of Seattle's best known citizens. This organization was the nucleus of Company E, National Guards of Washington, which is now the prize company of the First Regiment. In this company Captain Ingraham served two years as private, one year as Corporal, one year as Sergeant, six months as Second Lieutenant, and was elected Captain February 18, 1891, for a period of three years. He is an enthusiastic and magnetic leader, and the company owes much of its present prosperity to his unvarying attention and care. He was a member of the Board of Aldermen for the city of Seattle one term, and in March, 1893, he was appointed by Governor John H. McGraw to the position of Regent of the State Agricultural College and School of Science for a term of four years.

Captain Ingraham was married in Seattle, in April, 1883, to Miss Myra Carr, a native of Oregon, whose parents were pioneers of the early '50s. Two children have blessed this union, Norman and Kenneth. The family reside on the corner of Second and Leonora streets, where Prof. Ingraham built in 1878. It was then in the country, hedged in by timber and ungraded streets.

The Professor has been prominent in Masonry for a number of years. He was instrumental in having instituted Seattle Chapter, No. 3, R. A. M., and served as High Priest for a number of terms. He is Past Eminent Commander of Seattle Commandery, No. 2; is a member of the Scottish rite, and a Knight Commander of the Court of Honor.

While the Professor is a devotee to business, he finds occasional recreation in scaling the snow peaks and in prospecting the mountains for minerals. He was a member of the third party that undertook the dangerous ascent of Mount Rainier, and spent one night in the mouth of the crater. He has also ascended Mount Baker, and has secured profitable mining interests in the mountains. Being a lover of geology and an admirer of the grandeur of the mountain peaks, he finds every gratification to his taste in the surroundings of Seattle.



MRS. MARGARET J. POWER, *nee* Caldwell, Whidby island, Washington, furnishes yet another instance of the self-reliance of woman and her capacity for those occupations and commercial transactions hitherto relegated entirely to man. Since the death of her husband she has had the immediate supervision of a large stock and grain farm, and has managed with an intelligence and judgment that would do any of her brother farmers credit. Mrs. Power is not a native of the United States, but was born at St. John, New Brunswick, February 16, 1820, a daughter of Joseph and Jane (Clark) Caldwell. Her parents were born, reared and married in Ireland, and then emigrated to America, settling first in New Brunswick; thence they removed to Flemingsburg, Kentucky, and afterward to Burlington, Iowa, where on the frontier Margaret J. grew to womanhood, and was united in marriage, May 22, 1844, to Isaac B. Power.

Mr. Power was born in Kentucky, April 24, 1812, but in an early day crossed the plains of Indiana and Illinois to Iowa, where he resided until 1850. After his marriage he lived in Burlington until their removal to the Pacific coast; he was engaged in civil engineering and was considered very proficient in this calling. Joining three other families he and his wife set out on the long and weary journey across the plains and after seven months of travel arrived at the Dalles in September, 1850. They chanced to meet some United States Government officers from Vancouver, who hired the new settlers to assist in the erection of some buildings at Vancouver; the party came down the Columbia river in Government bateaux to Vancouver, where the men were employed during the winter. In the spring Mr. Power removed with his family to the Willamette valley, where he left his wife and children and went to the Rogue river mines; there he spent the summer, and in the fall moved to Bush prairie, where he resided until 1853. He was engaged in farming, lumbering and making shingles. His next journey was made upon a raft and skiff of his own construction. With his family he set sail for Whidby island, and arriving there took a donation claim of 640 acres on the west side of Penn's Cove; one night they camped near the present site of Seattle, when one log cabin was the only evidence of civilization. This was occupied by Dr. C. H. Maynard; Government troops were encamped on the present site of Port Townsend.

During the first few years of his residence there Mr. Power was engaged in the great industry of lumbering, and also began to place his land under cultivation; it was not long before he had those portions best adapted to grazing well stocked with excellent grades of cattle, and the balance was yielding abundant harvests of grain. He was one of the first County Commissioners and held the office until his death, which occurred April 30, 1859. He was a member of the Masonic Lodge, No. 1, of Olympia, and assisted in its organization.

Mr. and Mrs. Power had six children: Joseph C., Josephine, Isaac N. (a physician of Ellensburg, Washington), Maria A., Henry C. and Martha S. With the exception of the two elder the children were born and reared upon the old donation claim.

Henry C. Power was born April 10, 1857, on Whidby island, and there grew to maturity.

He was married April 3, 1889, to Fidelia Newberry, a native of Michigan, born in 1862; she survived but eleven months after her marriage, and died leaving twin children, Margaret and Marion, who have been tenderly cared for by their grandmother and aunt. Henry C. Power is his mother's able assistant, giving her the support and comfort of a dutiful and capable son.



JOHAN M. IZETT, of Oak Harbor, Island county, Washington, was born December 5, 1831, being a native of Limekilns, Fifeshire, Scotland, and the son of George and Harriet (May) Izett, who also were natives of the land of Bruce and Burns. George Izett was born in 1797, and she who became his wife was born in 1799. They lived the most of their lifetime in Fifeshire, but removed to Granton, within five miles of Edinburgh, while our subject was in this country. To them eleven children were born, and all lived to maturity. Six of the number are still living in Scotland, John M. being the only one of the family in America. When he attained the age of thirteen years he commenced an apprenticeship as ship carpenter, under the direction of his father, who was a master mechanic and foreman ship builder, and in the employ of one firm in Scotland for a period of twenty-five years. John M. worked for this firm until he was eighteen years of age, and then shipped as carpenter on the Orbona, bound for India. For about twenty months he cruised about the Indian ocean, the boat putting in at various mainland and island ports. After an absence of two years he returned to London, England, and in January, 1852, he again went to sea as carpenter on the bark Moulton. After being out for five months, he landed in San Francisco, in 1852. Here he left the ship and for two years followed his trade in California.

In 1854 he came to Puget Sound and engaged as foreman in getting out piles, square timbers and spars for the firm of Thompson, Campbell & Grennan, of Utsaladdy. However, prior to this, he had started for the firm mentioned a logging camp where Utsaladdy now stands, and another on the long point of Whidby island, the former being the first camp on Camano island. The firm underwent a change in membership in 1855, the title becoming Grennan & Cranney. They contracted with French govern-

ment officials to get out spars for vessels, the same being eight-square and ready for finishing. Mr. Izett was placed in charge of this work; being first required, however, to pass an examination as spar inspector, said examination being conducted before the government officials stationed at San Francisco.

He was thus employed until 1857, when he went to San Francisco with L. Grennan, who purchased expensive machinery for the Utsaladdy mills. In coming up with the machinery, on board the steamship Constitution (Hunt & Scranton owners and mail contractors), the vessel sprung a leak, and in order to save the passengers, all the cargo, including Mr. Izett's stock of goods and Grennan & Cranney's machinery, was thrown overboard. The pumps finally refused to work and Mr. Izett manufactured one from an eight-inch copper. This provision kept the vessel afloat. The unfortunate trip left Mr. Izett with no financial resources, as he had invested his entire capital in this venture in dry goods. He had arranged to transfer the stock to Shroder Suttler, of the post at Port Townsend, for a consideration representing nearly double the amount invested. He held no insurance indemnity on the stock, which entailed an entire loss of the property. After arriving in the port the vessel was repaired and came to the Sound in charge of Captain Hunt and the well-known John Scranton as purser, carrying the mail from Olympia to Victoria. There were on board, including passengers and crew, eighty individuals. Of this entire number there survive, so far as Mr. Izett is able to learn, only two, the second being Dr. N. D. Hill, of Port Townsend.

Mr. Izett took an express contract and went to Portland, Oregon. His return trip was made overland and by canoes along the inland water-courses. He rode from Monticello to Olympia, thence to Steilacoom in canoes, and then hired Indians to bring him to Seattle, and thence to Skagit Head, on Whidby island. Here he met friends, John Gould and Mr. Hall, from Tulalip, who had been driven from their homes by the Puyallup Indians. He remained in this place until the trouble with the Indians had abated, and then went to Penn's Cove. On this journey, which represented his first and only experience as express carrier, he carried \$5,200 in gold coin for C. C. Ferry; \$2,500 for Yesler and Dr. Williamson, of Seattle; \$1,500 for Louison & Co., of Olympia, and \$1,200 for Mr. Cranney, to whom

reference has hitherto been made. He secured a contract and joined with Grennan & Cranney in loading the bark Palmetto with spars, which were thus transported to China.

In 1859, Mr. Izett modeled a miniature vessel (which model he still retains) and built a sixty-four-ton register schooner, known as the Growler, for Captain Ed. Barrington; also sparred the schooner Leah, for Captain John Robertson, and assisted in ship-building for a number of years. In the meanwhile he had retained possession of his farm on Whidby island, near Crescent Harbor, and, in 1857, he took up his residence there. He laid out two steamers for the Columbia river trade, finished one, the Cascade, complete. The boat has been re-christened and is now known as the Dixie Thompson. The other vessel was framed and carried to Portland on the Cascade, and was put together there. He also contracted for and caulked the steamer J. B. Libbey, and sparred the schooner Alaska, and did the work on several other boats, in the line of sparring, caulking and putting in pumps. He finally resigned his work at ship-building and devoted his time to his farm until 1873, when, just after completing his harvest he had the misfortune of having his barn and granary, with all of his grain and hay (a two-years crop), and all his tools and machinery, totally destroyed by fire. He then left a man in charge at the farm, where his wife and family also remained, and accepted a position as Government Customs Inspector, to succeed A. B. Young, of San Juan island, just after it had been acquired from the British.

He retained this position for a short time and was then given charge of the sloop Messenger, and acted as cruising Inspector, doing cutter duty about the Sound until 1876, when he resigned and once more returned to his farm home, devoting himself to agricultural pursuits until 1879, when he was offered and accepted his old position on San Juan island, as Inspector, with increased salary. In 1882 he was made Deputy Collector and opened the sub-port of entry at Friday Harbor; the office was eventually moved to Roche Harbor, on San Juan, the original selection made by Congress. He held this position until the 1st of March, 1887, when he again resigned and returned to his home and commenced farming, on an extensive scale, with his second son, W. F. Izett. In addition to his own farm of 160 acres, they have rented two others, John Gould's farm of 320 acres, and has

at the present time the largest grain and stock farm on the island. They have a number of imported cattle, sheep and hogs, and take great pride in raising fine trotting horses. They have the only dairy on the island, have their own separator and other improved equipments, and conduct the flourishing enterprise under the firm name of John M. Izett & Son, the dairy being designated as the Crescent Creamery of Island County.

Mr. Izett has served as County Commissioner for one term of three years, and as Justice of the Peace for many years, and a Notary Public ten years. He is a member of of Mount Baker Lodge, I. O. O. F., of Port Townsend; a charter member of Glenwood Lodge, No. 27, I. O. O. F., of Coupeville, being Past Grand Master. He is also a member of the Pioneer Association.

Mr. Izett was married July 4, 1858, on Whidby Island, to Nancy M. Findley, born January 22, 1837, in Henderson county, Illinois, daughter of David Finley, who was born in 1807 and died in 1880. Her mother, whose maiden name was Jane Ritchie, is a native of Indiana, where she was born in 1813. Mr. and Mrs. Findley were married in Illinois in 1830, and, in 1847, crossed the plains to Oregon and located on a claim five miles from Oregon City, where they lived until the death of Mr. Findley. The mother then sold the farm and now resides with her daughter, Mrs. Izett. Although well advanced in years, Mrs. Findley is still quite active, and has made several trips to Oregon and California within the past few years. She and her husband were with Dr. Whitman the day previous to his massacre. Her parents were James and Elizabeth (Macon) Ritchie, the former being born in 1790, and the latter in 1793. They were married in Pennsylvania, in 1821, and removed to Indiana, and in 1829 to Illinois, where they died.

Mr. and Mrs. Izett had five children: Jean E. Izett died at the age of twenty-one years; George M. is married and a resident of Seattle; William F.; Henrietta and James are at home on the farm.

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HON. ROBERT F. STURDEVANT, one of the prominent and progressive citizens of Dayton, Columbia county, is especially worthy of mention in this work.

He was born in Warren county, Pennsylvania, November 18, 1841, his ancestry being trace-

able back to Peter Sturdevant, of New Amsterdam, now the city of New York. The maternal ancestors of our subject were also of old, influential New England stock. James W. Sturdevant, the father of the subject of this sketch, is also a native of Pennsylvania, and is still living, in the enjoyment of good health. The Judge's mother, *nee* Mary A. French, was a native of Vermont and is now deceased. Her grandfather French was a patriot soldier during the Revolutionary war and participated in the battle of Bunker Hill. James W. Sturdevant, in emigrating westward, first settled in Jefferson county, Iowa, in 1843; in 1854 he removed to Clarke county, Wisconsin.

Judge Sturdevant, the eldest of the five children in his father's family, was reared to farm life until he was eighteen years of age, when he began his professional studies. October 7, 1861, he enlisted in Company I, Fourteenth Wisconsin Infantry, and served four years and two days, during which time he was promoted to the rank of Color Sergeant. He passed safely through many of the noted engagements of the war; as Shiloh, Corinth, Iuka, Tupelo, etc.

At the close of the war he returned to Wisconsin and completed his professional studies in the office of his maternal uncle, B. F. French, an eminent practitioner of Neillsville, and was admitted to practice at the bar in 1868. He continued his practice in Wisconsin until 1873, when he removed to Columbia county, Washington. Here he became the first Probate Judge of the county. He was elected Prosecuting Attorney for the First Judicial District in 1878, and served two years, when he resumed private practice until 1884, and was then again elected Prosecuting Attorney. The district comprised Columbia, Garfield and Asotin counties. In 1889 he was a member of the Constitutional Convention preparing for the admission of Washington as a State in the Union. In 1889 he was elected Superior Judge, and re-elected in the autumn of 1892.

Politically the Judge is a stanch and active Republican. As to his fraternal relations he holds a membership in the Encampment of the I. O. O. F., having passed the official chairs, and he is also a member of the blue lodge and Royal Arch degree of the F. & A. M., and he is a prominent member of the G. A. R.

He was married in the State of Wisconsin, March 18, 1866, to Miss Mary J. Towsley, a native of Summit county, Ohio, and they have

two daughters, namely: Eva M. and Edith E. The family are of long-lived progenitors. The Judge's mother died in 1892, at the age of seventy-six years, while his father is still living in Neillsville, Wisconsin, now aged seventy-nine years.



EDWARD HUGGINS.—Of the pioneers of Washington, the subject of this notice ranks among the earliest comers of those living at this writing. He was for many years associated in an official capacity with what was perhaps the greatest factor in shaping the affairs of the entire Northwestern region throughout its early days, and for this and kindred reasons it is altogether probable his name will ever live in the history of the Pacific coast. A brief outline sketch of his career, giving some of the salient features, as well as treating of his origin, becomes therefore a valuable and indeed essential feature of this volume of Washington history.

Mr. Huggins was born in London, England, June 10, 1832, his parents being Edward, Sr., and Ellen (Chipp) Huggins. His boyhood days were spent in his native city, and there also his education was received. Upon its completion, his attention having been drawn to the operations of the Hudson's Bay Company, and its initial efforts to settle the island of Vancouver, to accomplish which the Company was pledged in consideration of concessions, he purchased a small tract of land on the island, and was, in fact, the first purchaser of these lands. From promises made to him, he also felt confident of employment by the company in case of settlement, and in 1849 he left his home for the American continent. It was his intention at that time to settle on Vancouver island. In England, many servants had also been engaged to come over and settle there. They were required to pay for their lands partly from the wages they were to receive from the company, at a rate which seemed sufficiently remunerative in their native land, but when they had reached their destination, the gold fever, which was attracting so many to California, was on, and a great many of them deserted from the colony.

On arriving at Port Victoria, Mr. Huggins was engaged by Governor Douglas, afterward Sir James Douglas, who sent him over to Fort Nisqually, located about six miles from Steila-

coom, in charge of several of the servants above mentioned. This was in March, 1850. The Hudson's Bay Company had established a post there in 1833, and at the time Mr. Huggins arrived there this had grown to large proportions and to corresponding importance, and for purposes of defense there was a strong stockade and an abundance of arms.

Dr. William Fraser Tolmie, who had gone out from England in 1833 as a physician in the employ of the company, was at this time at Fort Nisqually, and under him Mr. Huggins was chief clerk, in which capacity he became intimately acquainted with all the details and minutiae of the company's affairs. With the Indians of the various tribes inhabiting this region, as well as with the early white settlers, who had begun to gradually, if slowly, to settle up the country, or portions of it, he was on terms of intimacy. After the subject of this sketch had passed ten years at Nisqually as chief clerk, Dr. Tolmie was appointed to succeed Governor Douglas as one of the Board of Managers in charge of Victoria, and Mr. Huggins succeeded him in charge of Fort Nisqually, in which capacity he continued until 1870, when the rights of the Puget Sound Agricultural Company—an offshoot of and kindred corporation to the Hudson's Bay Company—claimed under the treaty of 1846, were surrendered to the United States Government; and it was Mr. Huggins who transferred the property for a large pecuniary consideration.

Upon the surrender of the interests of the company at Fort Nisqually, Mr. Huggins was ordered to Fort Kamloops to take charge of the post there. While this point is now on the line of the Canadian Pacific Railroad and in a civilized region, it was then in the midst of a wilderness, so that Mr. Huggins did not feel justified in taking his wife and children to such surroundings to begin again primitive pioneer life. Accordingly, he resigned his position with the company, and having become an American citizen as long ago as 1857, when the property of the company was turned over to the United States Government, he entered a part of the fort as a pre-emption claim, which claim was sustained in the subsequent proceedings. For a number of years he carried on the fur business which had been conducted by the company, and for some time was quite successful, but the settling up of the country brought in many traders, and the competition between them brought

the business eventually to an unprofitable state, so that he finally withdrew from it. He also kept up the company's store for some time on his own account, but gave it up when it ceased to be profitable. Subsequently he added to his original landed possessions at Fort Nisqually, until he now owns about 1,000 acres, 120 acres of which is first-class agricultural land, the remainder being adapted to grazing purposes. Through this land, the route selected for the projected lines of the Great Northern and Pacific railroads extends for a distance of one mile. The Great Northern (Olympia and Gray's Harbor) is already operated contiguous to the property.

He continued to reside on his place at the old fort, and in 1876 was elected a member of the Board of Commissioners of Pierce county. He was re-elected in 1878, and during the second term of two years was chosen and served as chairman of the board. He was acting in this capacity when the county seat was changed from Steilacoom to Tacoma. In 1884, after an intermission of two years, he was again chosen, however, against his protest, as a member of the County Board of Commissioners, and again served as chairman of that board. He was elected Auditor of Pierce county in 1886, to which office he was re-elected in 1888, serving four years in all, and during the entire continuance of the historic boom which accompanied the phenomenal building up of Tacoma. Although it was offered, he refused to consider a renomination for the position.

In January, 1892, he became associated with the National Bank of Commerce of Tacoma, and was elected a director. He was later chosen vice-president of the bank, a position he now holds.

Mr. Huggins was married at Fort Nisqually, in September, 1857, to Miss Letitia Work, a daughter of John and Suzette (La Gase) Work. Mrs. Huggins' father came out while a young man, to fill a position of authority for the Hudson's Bay Company, and, in charge of a party, made many traveling expeditions into the interior, and it was on one of these occasions that his daughter, now Mrs. Huggins, was born. He was for many years in charge of Fort Simpson, an important post, 350 miles northeast of Victoria, and, later, he was appointed a member of the Board of Managers, with Sir James Douglas, of the Company's affairs for the western department at Victoria. He acquired, among

other properties, about 1,000 acres of land within the present limits of the city of Victoria, and on this tract, which he had highly improved, he continued to live after his retirement from the Company's management, until his death, in 1862, at the age of seventy-five years. His widow still resides there, aged eight-five years, in 1893.

The eldest son of Mr. and Mrs. Huggins, who was named William, in honor of Dr. Tolmie, became a civil engineer, during the building of the Northern Pacific Railroad, on which he was employed during its construction. He has for nine years been living in South America, pursuing his profession, and has completed two very extensive contracts in Brazil, where he now is. Edward, the second child, is deceased; and the other children are: John, Thomas, David, Ellen Suzette (also deceased), Henry and Joseph.

In Mr. Huggins' distinctive character shine two qualities of the successful, and therefore typical, pioneer, namely, practicalness and firmness. One of the most marked features of the early history of this region was the ill feeling characterizing a great part of the relations, as well as the absence of relations, between the American pioneers and the representatives of the Hudson's Bay Company. From the resulting ill will, however, Mr. Huggins was singularly exempt, though he was so long identified with the company in a position of authority. This part was due to his sense of justice and adherence to honorable practices in the conduct of his business affairs. No better proof of the propriety of his bearing throughout all these years could have been afforded than by his repeated elections to positions of honor and trust under the new dispensation in the very locality in which had been the scenes of his labor under the old. His standing here, now, in view of his past record in the community in pioneer days, is impregnable in all respects. More need not be said: less could not be in justice to the truth of history.



M M. HOLMES, one of the representative business men of Seattle, was born in Dunbarton, New Hampshire, April 10, 1844, upon the old homestead which was established by his ancestors in 1720, and upon which his father, Charles Holmes, was also born and reared and there passed his life in ag-

ricultural pursuits. The mother of our subject, Louisa (Pope) Holmes, was a native of Salem, Massachusetts, where her ancestors settled at a very early day. The subject of this review is also a lineal descendant of Rev. John Cotton, who emigrated from England to Boston in 1633.

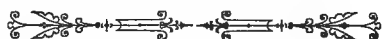
M. M. Holmes was educated in the public schools of Dunbarton and Manchester, and at the New London Literary and Scientific Institute, where he graduated in July, 1862. In August following he enlisted in Company H, Fourteenth New Hampshire Infantry. The regiment was on provost duty a year in Washington city and served as Sergeant of the Guard at different points, including the executive mansion, old Capital prison, Central guard-house, Sixth street wharf and the Long bridge. In the spring of 1864 the regiment went to Louisiana, returning to the James river in front of Richmond in July. In August the Fourteenth New Hampshire joined the army of the Shenandoah under Sheridan, and was attached to the First Brigade, Second Division, Nineteenth Army Corps. The commissioned officers being absent, Holmes, then First Sergeant, commanded his company during Sheridan's campaign and at its close was commissioned First Lieutenant and presented with a sword by his Colonel. In December, 1864, the division was ordered to Savannah, Georgia, and although the youngest officer in the command, Holmes was placed in charge of the refugees of the district of Savannah, and under the orders of General Sherman sent about 30,000 negroes to the islands off the coast of South Carolina and Georgia, where the celebrated Sea Island cotton is raised. Declining a commission in the regular army, he was mustered out with his regiment in July, 1865, returning to his home he resumed his studies, and in the fall entered Dartmouth College. Completing the second year of the course he then started westward and spent three years as County Superintendent of Schools, and four years as Clerk of Court. In 1877 he went to Chicago and was engaged in the lumber business until 1883, when he removed to Seattle, and for two years was in the employ of one of the prominent lumber firms of the city. When the Seattle Daily Press was established he took the position of editor and was largely instrumental in bringing the paper into prominence. Upon retiring from the press he engaged in the real-estate business and was quite active up to the fall of 1889, when, with the adoption of the

State Constitution, Mr. Holmes received the nomination by the Republican party as Clerk of King county and was elected. Upon the expiration of his term of office he organized the Holmes Lumber Company, with factory located on Lake Union, and manufactured sash, doors, mouldings and builders' supplies, continuing up to October, 1892, when his mill was destroyed by fire. The mill was rebuilt in the spring of 1893, on a larger scale.

He was married September 13, 1870, to Miss Jennie S. Stinson, of Dunbarton, New Hampshire. They have two children, Kate M. and Carl S.

With the organization of the Grand Army of the Republic in 1857, Mr. Holmes at once recognized its value and became an active member and filled various positions of trust in the order. Upon arriving in Seattle he joined Stevens Post, and has since served two terms as Commander of the post and two terms as chief mustering officer of the department. In 1890 he was Department Commander and in 1893 was chosen as Assistant Adjutant General.

He was the originator of the Washington Soldiers' home, and largely through his personal efforts secured legislation for its establishment and maintenance. He is interested in several business enterprises about the city, and his career is a striking example of the success which attends energy, enterprise and intelligence, combined with integrity and public spirit.



CAPTAIN J. W. McALLEP was born in Lubec, Maine, November 22, 1838. His father, John McAllep, native of the highlands of Scotland, emigrated to America about 1820 and located in Maine, where he engaged in ship-building and was subsequently married to Miss Mary J. Smith, native of Maine and of English descent. Our subject was reared in Lubec to the age of sixteen years, when he shipped before the mast upon the bark "Lucy Ring," Captain Belcher T. Thurlow in command. The bark was loaded at St. Johns, New Brunswick, with box shooks for Cuba, thence proceeded with a cargo of sugar to Bristol, England, and then with railroad iron to Savannah, Georgia, a voyage of seven months. Young McAllep then returned home and attended school during the winter, but with the

spring of 1856 he again sailed the seas, on the bark "Phileas," Captain J. S. Winslow, Portland, Maine. He continued at sea, paying particular attention to the study of navigation, and arose rapidly in the line of his profession, becoming first mate at the age of eighteen years, sailing upon the Atlantic between European and American ports. Becoming desirous of visiting the Pacific coast, in June, 1862, he shipped from New York, before the mast upon the ship "Ocean Express," Captain H. H. Watson. They were barely out of port before Captain Watson discovered the qualifications of young McAllep, and promoted him to the position of boatswain, and subsequently to that of third and then second mate. The ship was disabled in a storm off Cape Horn and returned to Rio Janeiro for repairs. There Mr. McAllep left and became second mate on the brig "Josephine," also bound for San Francisco. Continuing their voyage via the straits of Magellan they made port at Valparaiso, and there our subject was made mate and continued in that capacity until they arrived in San Francisco, February 17, 1863. He then made one voyage to Nicolafski' on the Amoor river, Russian Possessions, and upon returning in October, 1863, was put in charge as captain of the bark "Ork," owned by A. M. Simpson, a prominent lumber dealer of the coast and sailing between Coos bay, San Francisco and coast ports. Captain McAllep then continued with Mr. Simpson for nearly fifteen years, in varied capacities. He was concerned, at different times, in the operation of both steamboats and sailing vessels. In 1874 he assumed command of the famous new ship, "Western Star," which was built by Mr. Simpson, at Coos bay, Oregon. This vessel was, in its time, one of the fastest ships afloat, making a voyage to Europe, in 1875, in 104 days and returning from Liverpool in 110 days. Leaving Astoria, Oregon, in January, 1876, the boat made the voyage to Queenstown in 101 days. October 1, 1877, Captain McAllep left the "Western Star" and assumed charge of Mr. Simpson's fleet of vessels with headquarters at San Francisco, his official title being Port Captain, owing to the fact that he superintended operations from port and not on the sea. He continued in this position until 1878, when he took charge of the steamer "Empire," a freight and passenger boat, running between San Francisco and Puget Sound ports. He operated the boat for four years, after which

he moved to the Sound country and located at Port Townsend. He was there appointed to represent the full board of San Francisco underwriters for the Puget Sound district, the duties being to survey the cargoes of lumber to see that vessels were in a proper condition and properly loaded. As transportation from point to point was necessary he built the steam launch "Underwriter," to facilitate business, and continued in that position for three years, simultaneously conducting a general shipping and commission business.

In 1886, Captain McAllep returned to San Francisco, and made one trip for Spreckels to the Sandwich islands, then took charge of the ship "Detroit" and operated between San Francisco and Puget Sound up to 1889. He then made one voyage to Melbourne and Sydney, Australia, continuing with the ship until May, 1890, when he came to Seattle for permanent residence, and, in January, 1891, was put in charge of the fire boat "Snoqualmie," a part of the equipment of the fire department of Seattle. This boat has a capacity of 350-horse power, her pumps throwing 7,000 gallons of water per minute, with facilities for fourteen separate streams of water. Ten men are connected with the boat, besides one horse and hose wagon, with an equipment of 2,800 feet of hose. The boilers are held continuously under eighty pounds of pressure, and are always ready to start at a moment's notice.

The Captain was married at San Francisco, in December, 1868, to Miss Theresa C. Cammann, of New York city. They have three children: Weston C., Helen A. and George H.

Socially, Captain McAllep affiliates with the F. & A. M., I. O. O. F. and encampment, the K. of H. and A. O. U. W.



MRS. HENRIETTA D'JORUP, *nee* Jorgenson, is the proprietor of the Utsaladdy Hotel, Utsaladdy, Island county, Washington. She is also the owner of a considerable amount of town property, besides farms on Camano and San Juan islands. Of her life we present the following brief sketch:

Mrs. Henrietta D'Jorup was born near the capital of Denmark, in August, 1847, daughter of T. T. and Mary (Helgon) Jorgenson. She has been twice married, November 5, 1863,

she and S. Thorsen were united in marriage, and soon afterward she was left a widow with one son, George W. Thorsen, who still lives with her. She was married the second time, April 9, 1869, to P. D'Jorup, in Denmark, he soon afterward coming to America, and she, in company with his brother, following him five years later and joining him in Utsaladdy. P. D'Jorup was born June 30, 1845, in Denmark, and died in Utsaladdy, Washington, November 21, 1890. In early boyhood days he attended the best schools that his country afforded and as he grew older he went to sea. He followed a seafaring life until he came to America and located on the island on which he spent the rest of his life and died. He worked in a sawmill until the arrival of his wife, when they opened a hotel, the establishment which Mrs. D'Jorup still conducts. Their son followed in 1882.

Mr. D'Jorup was a very prominent man during his residence on Camano island. He was a member of the Masonic Lodge, K. of P. and A. O. U. W. He served his county as Commissioner five terms, and for two terms rendered valuable service as a member of the Territorial Legislature. At his death he left to his widow and son a large estate.

Mrs. D'Jorup is a member of the Pioneer Association and also of the Eastern Star, Seattle.



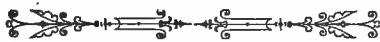
J S. THOMAS, a highly respected farmer of Whidby island, has been identified with the agricultural interests of Island county since 1876, when he came to Washington to reside. He is a native of New Jersey, born August 28, 1844, a son of Samuel and Hannah (Cramer) Thomas. After the death of the father, which occurred when J. S. was a child of five years, the mother assumed the management of affairs, and with the assistance of her children for seven years continued to carry on the business established by her husband in New Jersey.

When J. S. Thomas was a lad of fifteen years his mother apprenticed him to learn the miller's trade, and after serving his time he worked at the business until 1872. He was married in 1869 to Elizabeth P. Colkett, a daughter of Goldy and Mary A. Colkett; her father is now deceased.

He made his first trip to the West in 1872, crossing the continent by rail to San Francisco;

from this city he proceeded to Victoria, British Columbia, where he was quarantined on the vessel nearly two weeks on account of small-pox. After his release he came directly to Whidby island, where he secured work on a farm. At the end of five months he returned to his old home, where he had left his family. In 1874 his wife died, leaving three children: Harriet, wife of G. C. Angle, Emma and Eber. Mr. Thomas continued working at his trade, his mother-in-law keeping house for him until 1876, when they all came to Washington, settling on Whidby island. Mr. Thomas rented a farm, and has devoted his efforts to its cultivation with the exception of a part of two years, when he was employed in the flouring mills on the island. He has been fairly prosperous since coming to Washington and fully realizes the superior resources of soil and climate.

He is a member of the I. O. O. F., and belongs to the encampment of the order; he is also a member of the Knights of Pythias, but has not yet brought his demits to the Washington lodges, where he is sure to receive a warm welcome from his brothers in the fraternities.



HON. P. C. SULLIVAN, of Tacoma, Washington, one of the most prominent members of the bar of the State, was born at De Soto, Nebraska, June 17, 1859, his parents being P. C., Sr., and Rhoda Ann (Berry) Sullivan, both natives of Rochester, New York. The family crossed the plains and mountains in an early day to the Pacific Coast, stopping for a short time in Wyoming, and arrived in Oregon in 1862. Here the family first settled near Sheridan, in Yam Hill county, but in 1865 removed to Dallas, Polk county, where the father, who was a lawyer, practiced his profession.

The subject of this sketch grew to manhood in Oregon and attended the schools of Dallas and Lafayette. At the age of twelve he entered the office of the Liberal Republican, now known as the Polk County Itemizer, and was for ten years associated with that paper. Meantime, he read law with his brother-in-law, James McCain, then residing in Lafayette, but now a prominent citizen of McMinnville. In October, 1882, young Sullivan was admitted to the bar of Oregon, before the Supreme Court

at Salem, and in the winter of 1883 he went to Colfax, Whitman county, Washington, where his brother, E. H. Sullivan, was located, and where they formed a professional partnership, which continued until January, 1888. At the end of this time, the subject of this sketch came to Tacoma, where he formed a partnership with Judge Crowley, which firm has ever since held front rank among the professional associations of the city and State. From April, 1890, until January, 1893, Mr. Sullivan served as Assistant United States District Attorney, but then resigned, in order to devote his attention more fully to his regular private practice.

Since coming to Washington, Mr. Sullivan has taken an active part in the public affairs of the Territory and State. In 1886, he was a delegate from Whitman county to the Territorial Convention at Tacoma. In the Constitutional Convention of 1889, he was on the delegation from Pierce county, and served in that body as Chairman of the Committee on Elections and Elective Rights, and was also a member of each, the Committee on Corporations and the Committee on Apportionment. In the work of the convention he took an active part and was especially identified with securing the adoption of the minority report of the Committee on Corporations, as against the majority report favoring a constitutional commission, and in favor of having the commission appointed by the legislature. Another measure, with which he was actively associated, and in the success of which he took a prominent part, was in securing a membership of five for the Supreme Court, and in making the compensation commensurate with the great importance of membership in that court. He also served as a delegate from Pierce county in the first Republican State Convention of Washington, and for the past year (1893) has been Chairman of the Republican State Central Committee. Mr. Sullivan is a liberal, energetic and progressive gentleman and is universally recognized as an efficient member of the Washington bar, which numbers many men of national repute.



OSSIAN J. CARR, of Seattle, Washington, was born in Dryden, New York, October 18, 1833, a son of Alvah and Martha P. (Tyler) Carr, natives also of that State. The

father learned the trade of cabinet-maker in his early manhood, following that occupation in Dryden until 1841, when he removed with his family to Crawford county, Pennsylvania. While in that county he followed agricultural pursuits.

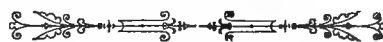
Ossian J., the subject of this sketch, was reared on a farm, and improved the educational facilities of Crawford county. With mature years he began teaching school, which he followed through the winter months, still passing his summers on the farm. In 1853 Mr. Carr entered the Kingswell Academy, in Ashtabula county, Ohio, passed one year in pursuing the higher branches of study, and in 1854 began the study of telegraphy in New York city, learning the House-alphabet system. He afterward found employment with the Washington Printing Telegraph Company, as instructor of agents along their line, but after one year resumed agricultural pursuits in Crawford county. In 1858 Mr. Carr emigrated with his family to the Pacific coast, journeying by steamer to Aspinwall, thence across to Panama, thence by the steamship John L. Stephens to San Francisco, and then on the old Columbia for Portland.

Owing to the Fraser river gold excitement the crew had abandoned the ship for the mines, and a new crew of Mexicans were secured. By traveling only during the day they arrived safely in Portland, after a voyage of nine days.

Our subject next taught the Jefferson Institute one year, and was then principal of the Salem public schools the same length of time, when his health failed and he was obliged to seek a more active life. In 1861 he assisted in erecting the University building in Seattle, and during that time his wife taught the only district school of the town, which enrolled about twenty-five pupils, coming from all parts of the county. During the year 1862, Mr. Carr followed agricultural pursuits near Salem, followed hotel life one year, elected Assessor of Marion county for two years, and served as Deputy County Clerk four years. In 1876 he again visited Seattle, where he was appointed Deputy Postmaster, under W. H. Pumphrey, eight months, held the same position under Thomas W. Prosch one year, was then appointed Postmaster by President Hayes and re-appointed by President Arthur. Mr. Carr next engaged in the carriage business with L. S. Roe and C. P. Stone, but one year later the firm dissolved, and since that time our subject has de-

voted his time to private interests and to the improvement of his place at Edgewater, on Kilburn avenue. He also owns other valuable real estate about the city, both improved and unimproved.

In August, 1856, he was united in marriage with Miss Lucy L. Whipple, of Crawford county. They have one daughter, Myra, now the wife of Prof. E. S. Ingraham. Socially, Mr. Carr affiliates with the Masonic order. As a School Director he has advanced the educational interests of District No. 66, now embraced in Seattle District, and is ever ready with material support to advance the temporal interests of that city, which has justly been termed the Queen City of the Northwest.



COL. E. M. CARR, one of the representative attorneys of the Seattle bar, was born at Galesburg, Knox county, Illinois, August 30, 1859. His parents, Colonel B. O. and Mary (Buck) Carr, were natives of New York and Vermont respectively, both branches having descended from the Puritan settlers of New England. Colonel B. O. Carr removed from New York to Illinois in boyhood, his parents being among the pioneer settlers of Galesburg. With the outbreaking of the Civil war, in 1861, Mr. Carr was commissioned First Lieutenant in the Quartermaster's Department, and served through the war, receiving promotion as Division Quartermaster with rank of Colonel. His brother, Eugene A. Carr, was a graduate of West Point, and in 1861 was commissioned Colonel of the Third Illinois Volunteer Cavalry, served through the war and is now Brigadier General in the regular army. Another brother, Rev. Horace M. Carr, served through the war as Chaplain, and a fourth brother enlisted as a private at the age of eighteen years and retired from service at the close of the war as Captain, having arisen by successive promotion. Several members of the Buck family were also active participants in the war and rendered honorable service.

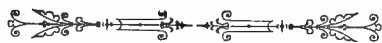
After the close of the war, Colonel B. O. Carr engaged in business enterprises, and, in 1870, removed to the Pacific slope and was connected with the Union Pacific and Central Pacific Railways until 1872, when he returned to Galesburg, where he remained only until the spring of 1873, when he was appointed United

States Supervising Inspector of steamboats for the Sixth District, which position he held until 1881, with headquarters at Memphis, Tennessee, and Louisville, Kentucky. In 1881 he removed to California and is now engaged in banking at Lemoore, Tulare county.

E. M. Carr attended the public schools of Galesburg, the academic department of Knox College, and graduated from Norwich University, at Northfield, Vermont, 1879. He then entered the law department of Columbia College, in New York city, and graduated therefrom in 1881. He at once entered upon the practice of his profession at Tucson, Arizona, remaining there until June, 1882, when he joined a small exploring party and went into the interior of Alaska. In the fall of 1883, he joined his family in California, and in February, 1884, located at Seattle, engaging at once in the active practice of law. In July, 1885, he formed a co-partnership with Harold Preston, which has been continued to date and is recognized as one of the leading law firms of the city.

In 1890 Governor Ferry appointed Colonel Carr as Prosecuting Attorney for the counties of King, Kitsap and Snohomish, to fill an unexpired term. He was one of the organizers of Company B of the State militia in 1884, and was elected Second Lieutenant. In 1886 he was elected Captain of Company E, First Regiment, National Guard of Washington, serving until 1890, when he was appointed by Adjutant General R. G. O'Brien as a member of his staff with rank of Colonel.

Colonel Carr was married at Lodi, California, in 1890, to Miss Alice Preston, a native of Mississippi. Socially, he affiliates with the K. of P., Loyal Legion of the United States, Patriotic Sons of America and Sons of Veterans.



JOHAN H. ALLEN, legal practitioner in the city of Seattle, was born in Lexington, Kentucky, September 4, 1844, and was the son of Colonel Robert T. P. Allen, of Maryland, and Julia Ann (Dickenson) Allen, of Tennessee. The latter was a niece of General Andrew Jackson, and was born and reared at the "Hermitage," near Nashville.

Robert T. P. Allen was a graduate of West Point, and a classmate of McClellan, Thomas

and Johnston. As a member of the engineer corps he superintended the construction of several of the harbors on Lake Erie. Subsequently resigning, he became professor of mathematics in Transylvania University at Lexington. In 1845 he built the Kentucky Military Institute near Frankfort, which he conducted until 1849, when he was appointed by the national Government to locate post offices and mail routes through California, and while in San Francisco he established the first newspaper in that city. In 1850 he returned to his institution in Kentucky, which he conducted until 1856, when, owing to failing health, he sold out and removed to Bastrop, Texas, and there founded the Bastrop Military Institute. In 1861 he went into the Confederate army as Colonel of the Seventeenth Texas Infantry, and was wounded at Milliken's Bend in his efforts to relieve Vicksburg, and subsequently retired from the army and returned to his institution in Texas. In 1865 he sold out and repurchased his original institution in Kentucky, which he continued up to 1875, when he retired and passed the closing years of his life in Florida.

John H. Allen was educated in the military institutes of his father in Kentucky and Texas. In 1861 he entered the Confederate army as Second Lieutenant and drill master of the Second Texas Infantry, at Galveston, Texas, but was declined a commission because of his extreme youth. He then refused farther service, and was under arrest four months, when his commission was granted by Jefferson Davis, President of the Confederate States, making our subject the youngest commissioned officer in the Confederate army. He was actively engaged at the battle of Shiloh, and was then transferred to the Trans-Mississippi Department, under General E. Kirby Smith, to assist in drilling and disciplining military recruits. He was then assigned by General Smith as aid to Colonel W. H. Trudor, who was in command of a brigade of dismounted cavalry and exchanged troops, over which Prince de Polignac was subsequently appointed Brigadier-General by Jefferson Davis, our subject continuing as Aid-de-Camp and Acting Assistant Adjutant-General, and participating in the battles of Mansfield and Pleasant Hill. He was then transferred to the cavalry, and assigned to the command of Brigadier-General Bagby, who commanded a brigade of Tom Green's division,

Our subject acted as Assistant Inspector-General on General Bagby's staff. He was subsequently elected Captain of Squadron B, of the Sixteenth Texas Cavalry, and surrendered his company near Corsicana, Texas, in 1865.

He then went to his home at Bastrop, and in October, 1866, was married to Miss Sallie E. Bell, of that city. He then removed to Kentucky and finished his education at the military institute, graduating in June, 1867. Within the same year he was admitted to the bar.

After one year as assistant professor of languages and commandant of cadets in the military institute, and one year in a similar position in the Kentucky Agricultural College at Lexington, he engaged in the practice of law in Kentucky, and in 1874 removed to Orlando, Florida, where he continued his profession, and where his wife died in 1886, leaving four sons and one daughter.

Mr. Allen was very active in politics in Florida, and there resided until March, 1889, when he removed to Seattle. He then entered the office of Stratton & Fenton, at \$100 per month, and shortly after, when Mr. Stratton was elected to the bench and Mr. Fenton removed to Oregon, Mr. Allen succeeded to their business, which he successfully conducted and has built up a very lucrative practice. In September, 1891, he formed a co partnership with his son, Jay C. Allen, and with John H. Powell, of Illinois, under the firm name of Allen & Powell. They have since continued a general practice, making a specialty of commercial law.

Mr. Allen was remarried in Jacksonville, Florida, in 1888, to Mrs. Lucy A. (Hodge) Utley, of Boston, Massachusetts.

In politics Mr. Allen continues a stanch Democrat, but he eschews all activity and abhors this scrambling for office. He is a Royal Arch Mason, and lives a quiet, retired life, devoting his energies to the legitimate practice of his profession.



MATTHEW A. KELLY, one of the representative druggists in the city of Seattle for upward of twenty years, was born in Boston, Massachusetts, December 25, 1850. His parents were of Irish and Scotch ancestry, and were natives of Ireland,

where they were reared and married. In 1849 they decided to emigrate to America, which they did early in 1850, and, locating in Boston, Mr. Kelly there continued his trade, and there passed the balance of his life. Matthew A. attended the schools of the city up to his fifteenth year, then went to New York city, and, as bell boy, secured employment at the Cortlandt Street Hotel. In attendance on the guests of the house he waited upon Asa Mercer, who was a pioneer of Washington, and the originator of female emigration to Puget Sound, and who was then in the East, organizing a company of women to bring to the Territory of Washington. Mr. Mercer became interested in young Kelly, a bright, active boy, and offered him free transportation to Washington, which proposition was gladly accepted, and Matthew accompanied the party of about 125 women, which embarked from New York on the 16th of January, 1866, on the steamship *Continental*, which was furnished by the United States Government. The voyage was made through the straits of Magellan, and landing at San Francisco about half the ladies stopped at that city, the balance coming to the Sound district, where they found occupation at teaching school or other light employment. Young Kelly came through to Seattle, then but a small hamlet, and first found a home with Henry Van Asselt, working for his board and attending the three-months school. He then came to Seattle and attended one term at the State University, then went to Olympia, and into the office of the *Weekly Echo*, owned by R. H. Hewitt. After six months of service, he entered the drug store of Dr. Rufus Willard, continuing in study and practice up to September, 1869, when the firm became Willard & Kelly, and thus remained until September, 1870, when Mr. Kelly sold his interest, and returning to Seattle entered into partnership with Gardner Kellogg. After one year Mr. Kellogg retired, and the firm became Kelly & Settle, but one year later Mr. Settle withdrew, and Mr. Kelly continued alone up to 1879. A. B. Young then purchased an interest, but after two years sold out, and Mr. Kelly carried on the business alone. During the destructive fire of June, 1889, Mr. Kelly was burned out, at a loss of \$13,000, but immediately resumed and continued up to August, 1892, when, owing to sickness, he sold out and retired from business, except for certain real-estate speculations.

Mr. Kelly was married in 1870, to Miss Anna Pullen, a native of Olympia and daughter of Edwin Pullen, a pioneer of 1850. She was the first white girl born in the town. They have five children: Chester Willard, Annie May (deceased), James G., Blanche A. and Frederick M.

Socially, Mr. Kelly affiliates with the I. O. O. F., being Past Chief Patriarch of the Encampment. He is Past Chancellor Commander of Harmonie Lodge, No. 5, and for eight years was President of the Endowment Rank, K. of P. He is also a member of the A. O. U. W., B. P. O. E., and Patriotic Sons of America.



CAPTAIN WILLIAM J. BRYANT, descends from an ancestry of seafaring people who formerly resided in the North of Ireland. His grandfather was connected with the English navy. His father, Captain Peter J. Bryant, sailed between New York, Liverpool and Atlantic ports. He married Catherine Harrison, of Scotch descent, and to them was born, upon their voyage between Liverpool and New Orleans, in December, 1842, the subject of this sketch. Captain Peter J. Bryant followed the sea about fifty years and was well-known in the early packet-ship service. Our subject was reared upon the sea, and at the age of eight years was put upon the ship's articles at twenty-five cents per month. At the age of twelve years he shipped with Captain Heman N. Bartlett, upon the bark *Elsinore*, of Maine, and remained with him a number of years, spending a part of each winter on shore in attending the public schools, the summers being spent upon the sea. He served in every capacity from boy and cook up the scale to Captain. At the age of eighteen years he was mate of the American Union and took a load of iron piles from Cardiff to the mouth of the Suez canal then in progress of construction. At the age of twenty-one years he became Master, his first vessel being a brig called *Mary C. Comery*. From sailing into every port in the world, the Captain became popularly known as the "Roving Sailor," and in 1872 he built, in East Boston, a bark, which he christened under the same name. With her he made many successful voyages, as she was not only stiff, in a storm, but a very fast sailer. In August, 1873, as he was leaving Troon, Scotland, bound for Demerara, South America,

in passing through the English channel and opening up the North channel, he struck a heavy storm in which many vessels and yachts were washed ashore. The Captain sighted one yacht in a helpless condition, with five ladies and one man on board, drifting toward the beach, and although realizing the dangers, his human heart prompted the attempt and he rescued the entire party, although placing his vessel in a critical condition. But, by being quick to answer the helm, his able management saved the ship and he returned the entire party to their homes. He was then tendered financial remuneration, but he declining their offers they inscribed the following letter:—

"LEITH, SCOTLAND, September 4, 1873.
CAPTAIN W. J. BRYANT, *Ship 'Roving Sailor,'*
of Boston, United States:

Dear Sir:—We, the undersigned pleasure fishing party, whom you so humanely and timeously rescued off Whiting bay, island of Arran, on the night of the 28th of August last, consider it our duty to tender you our best thanks for your kindness on that occasion. When totally exhausted by our fruitless endeavors to make land, and hardly daring to hope that any vessel would notice us, we sighted your ship, and your promptitude in putting about to help us at evident risk and personal inconvenience, was only equaled by your courtesy to us when received on board. We therefore beg you to accept this as a feeble but genuine expression of our gratitude for your human and courteous conduct on the above occasion, and to assure you of its being our united and individual wish that you may be spared to live a long, happy and prosperous life. We remain, Dear Sir, yours most sincerely. Annie, Sr., Annie, Jr. and Mima Dunlap and Maggie Young, of Leith; Jane Holme, of Liverpool, and Pat Cameron, of Leith."

After landing his passengers the Captain again set forth and made a rapid and successful voyage, and prosperity seemed to attend the "*Roving Sailor*" up to 1877, when she was caught in a typhoon at Yokohama, and washed, head on, to the beach. He attached a small line to a common kerosene can, which was whirled ashore by the wind and by this means connection with shore was established. Lines were drawn and the entire family and crew were saved. There were 175 vessels lost in the storm, and the beach was strewn with the dead from the other ships. He continued to follow

the sea up to 1879, his last ship being the "A. C. Dickerman," which after an extended trip to China, Japan and the Sandwich islands, landed him safely in Puget Sound, and he retired from the sea.

He then settled in Sonoma county, California, and remained until 1883, when he came to Seattle to take charge of the shipping business of John L. Howard. He then passed one year at Bellingham bay and returned to Seattle in 1885 to accept the appointment as United States Inspector of Hulls. His district extends from Gray's Harbor to Chilcat and covers all the waters of the Puget Sound and the inland passage.

He was married, in Orrington, Maine, in 1864, to Miss Ellen J. Rooks, of that State. She died in 1874, leaving two children: William H. and Minnie E. Captain Bryant was again married, in 1875, at Pawtucket, Rhode Island, being united to Miss Fanny E. Harriman, of Orrington, Maine. They have five children: Charles E., Albert, Walter, George and Willis.

Socially Captain Bryant affiliates with the F. & A. M. He was one of the early developers of Bellingham bay, where he still owns town and farm property. He also owns valuable inside property in the city of Seattle.



HUGH CROCKETT, one of the most industrious and successful men of the thriving town of Puyallup, Washington, is a native of Virginia, the date of his birth being September 21, 1829.

Colonel Walter Crockett, the father of Hugh, was born of Scotch parents, and was a member of the Virginia Legislature at the time General La Fayette made his first visit to America. Colonel Hugh Crockett, the grandfather of our subject, in company with General Greene, fought Lord Cornwallis in the battle of Guilford Court House, North Carolina, March 15, 1781.

In connection with that battle, Colonel Walter Crockett used to relate the following:

During the progress of the battle the American army retreated from the field and left a small boy wounded; and when Commander Wallace and his staff came up he heard the commander say, "Well, this is terrible! Here is only this boy and our men are cut all to pieces!

It's them d—d rifles that done this." One of his subordinates said, "We have rifles too." His Lordship replied that they were the "fag end of the bar." The boy, whose name was Sawyers, was left on the field, but soon afterward he overtook the army; and this is the story he related. He recovered from his wounds and returned to his home in Virginia, where he lived to manhood and became the father of a happy family. Mr. Hugh Crockett has seen some of his descendants, who were pointed out to him in connection with the above story.

Hugh Crockett lived in Virginia until he was nine years old, when he went with his parents to Missouri. His oldest brother left home in 1844 and came across the plains in General Gilliam's train, the second emigrant train that came to this coast. He wrote home in such flattering terms of the delightful and healthy climate that even before the discovery of gold in California they were all anxious to come to Puget Sound. Then, after that great event, such glowing accounts came to them they at once started for the West, leaving home in the spring of 1851 and arriving at Olympia, Washington Territory, in November of that year. They all remained in Olympia during the winter, and in the spring Hugh Crockett went to Whidby island, took a claim of 160 acres, and lived there for twenty-three years.

Nearly all the pioneers had many hardships to endure, but there are very few that have experienced as many difficulties, both in coming across the plains and in the early settlement of the country, as has this sturdy old pioneer, Hugh Crockett. They had much to fear from the northern Indians, as the latter were continually making raids upon the whites. If the Indians ever received an injury, fancied or otherwise, they were sure to retaliate, blood for blood being their motto; and the innocent and unsuspecting were usually the sufferers.

After Island county was organized, Mr. Crockett served as its first Sheriff.

After selling his farm, he moved to Seattle and worked in a sawmill for two years. In 1877 he bought six acres of land where the town of Puyallup now stands. This land was subsequently laid out in town lots and sold as such. Then he bought seven acres located one mile from the town, to the cultivation of which he has since devoted his time and attention.

In October, 1863, Mr. Crockett married Mrs. R. J. Bond, formerly Rachel Good. She was

born in England in February, 1833, and came to this country with her husband. They have no children.

He is a member of the Masonic lodge, No. 38, at Puyallup, also of the I. O. O. F., No. 18, at the same place. Both he and his wife are members of the Eastern Star and of the Daughters of Rebekah.



ELI B. MAPEL, one of the earliest pioneers to the vicinity of Seattle, was born in Guernsey county, Ohio, November 12, 1831. His parents, Jacob and Catherine (Adams) Mapel, were natives of Greene county, Pennsylvania, of Holland-German ancestry, the American descendants being connected with the Revolutionary war. Jacob Mapel moved to Ohio about 1820, and there farmed up to 1844, then pushed west and settled in Keokuk county, Iowa, which had been opened by Government purchase from the Indians. There Mr. Mapel farmed to 1850, then, with his son, Samuel A., crossed the plains to California, and mined up to 1851. There he met L. M. Collins, a pioneer of 1847 to the Nisqually river, and Henry Van Asselt; and, learning of the Puget Sound country, they all came north to Collins' place, and subsequently all traveled down the Sound to the Duwamish river, and located their donation claims, and were the first settlers in the vicinity of Seattle.

Eli B. Mapel was raised upon the frontier, and privileged with but a limited common-school education, chiefly gained by the fireside. He remained with his parents up to 1852, then, learning from his father by letter of the north-west country, he engaged with James Jenkins, of Iowa, to assist him in crossing the plains, receiving rations for labor. Young Mapel drove an ox team, consisting of ten yokes, from Iowa to the Umatilla river, when the provisions were running very low; and, to leave more for the family, our subject with four companions, each with his knapsack and gun and without one morsel of food and no blankets, started on foot for the Dalles, distant 125 miles! Hoping to meet emigrants, they took no supplies, but in this they were disappointed, and in consequence passed four days without food, sleeping upon the ground at night. Two of the men gave out, but were picked up by emigrants;

the others pushed forward and arrived in a half-dead condition. At the Dalles the meals were \$1 each, but Mr. Mapel got the worth of his money, as he ate ten biscuits, beefsteak, beans and other things in proportion, and drank six cups of coffee! After resting, they continued their journey, meeting with similar hardships until arriving at Portland, where our subject worked for his board in the hotel of Dr. Schaug.

After a few days he continued his journey, and traveled by steamer to the mouth of Cowlitz river, in company with H. L. Yesler, then on his way to California, to purchase a sawmill to bring to Puget Sound. Mr. Mapel's journey from the mouth of the Cowlitz to Olympia was a series of hardships and difficulties,—rendering services to the emigrants for food, at other times living upon dried salmon and potatoes. In Olympia he was employed by George Barnes, at \$4 per day, in clearing town lots, paying \$15 per week for board, consisting of dried salmon, potatoes, hard bread and wheat coffee, and rarely getting enough to satisfy hunger. There he met Dr. D. S. Maynard, of Seattle, and with him and W. M. Latimer, made the trip down the Sound, experiencing a very stormy passage, and spending three days on the journey, arriving in Seattle on November 12, 1852. He then joined his father on the Duwamish river, and with him engaged in getting out piles and squaring timber for the San Francisco market.

In 1854 Mr. Mapel purchased the claim of his father, who returned to the East for his family; but, finding a sick wife, unable to travel, he farmed in Iowa until his wife died, in 1861; then, in 1862, with four children, he again crossed the plains to Washington, and settled on the Duwamish river.

During the Indian war of 1855-'56, Eli B. was an active participant, first as a member of Company H, three-months men, under Captain C. C. Hewitt, and then in the volunteer service, under Captain Edward Lander, and later under Captain A. A. Denny, for six months,—the time being spent in guarding homes, opening roads and in driving back the Indian depredators.

After peace was declared he was variously employed up to 1859, when he was married, in Linn county, Oregon, to Miss Harriette J. Hurlburt, a native of Illinois, and with her returned to his donation claim on the Duwamish river, and there resided up to 1872, when he

moved to Yakima county to look after his stock interests. After that date he alternated between the east side of the mountains and his ranch near Seattle, until closing out his stock interests about 1882.

In 1884 he located near Albany, Oregon, purchased a valuable farm of 336 acres, which he operated about four years, then divided it among his children. Six children were added to his marriage—four sons and two daughters. Mr. Mapel was again married in Springfield, Missouri, October 6, 1891, to Miss Agnes Reddick, of Kentucky. They reside on the corner of Fourth and Wall streets, where Mr. Maple owns one-fourth of a block, well improved with large stable and two residences; and he has other city property. His life has been filled with incident and adventure, synonymous with the struggles and triumphs of the pioneers of the early '50s to the Northwest territory.



E A. LIGHT, a well-known citizen of Steilacoom, Washington, was born October 8, 1822, near Westfield, Chautauqua county, New York, on the shore of Lake Erie. His paternal grandparents were natives of Holland, but his father and mother, Israel and Polly (Price) Light, were both born in Pennsylvania. Israel Light was a farmer by profession, and this occupation he followed in Chautauqua county, New York. Of their family of six children only two lived to attain years of maturity: E. A., the subject of this sketch; and H. W. Light, who died at Snohomish, Washington, in 1892.

When eight years of age the subject of this sketch began his services as printers' "devil" in the office of the American Eagle at Westfield, New York. He there worked for nearly five years, when he joined his family on a farm on the west side of Chautauqua lake. He remained at the home for some time, working at anything that he found to do, incidentally being employed for about a year in a cabinet shop, where he became familiar with the varied details of the work.

In the spring of 1842 Mr. Light started for Wisconsin, being unprovided with money and trusting in his ability to maintain himself. He passed his first night after starting in Jamestown, at the foot of Chautauqua lake. Here

he found work in a sawmill, and assisted in rafting lumber down through divers tortuous streams until he reached Pittsburg. The lumber was thence rafted down the Ohio river to Cincinnati. From that city he took a steamer for Galena, Illinois, where he arrived safely, but with his cash capital reduced to twenty-five cents. He, however, succeeded in completing his journey, and in due time arrived at his destination in Janesville, Rock county, Wisconsin. He found employment on a farm on East Rock Prairie, became an adept at splitting rails and in driving a breaking team; and finally, after a faithful service of eight months' duration, he attended a district school for three months, after which he rented an improved eighty-acre farm. In the ensuing fall he sold his crop, and with the proceeds purchased forty acres of prairie and forty of burr oak timber land, besides two lots in Janesville. He wished to further prosecute his education, and accordingly entered the Milton Academy, where he remained one year, when he was compelled to abandon his studies, over-application having injured his eyes.

Our subject did not abate his ambition, but turned its course once more to agricultural enterprises. He purchased more land in Green county, Wisconsin, commenced operations and was soon married to a very estimable young lady, Miss Caroline A. Montgomery, a native of Genesee county, New York, who, by a singular coincidence, was four years, four months and four days younger than himself. Four years after his marriage Mr. Light fitted up a team for a trip across the plains to California, but he finally resigned this plan by reason of the impaired health of his wife. He, however, passed over to the bottom lands, on the Volga river, in Fayette county, Iowa, and prepared an abundance of feed for his stock, and the next winter built a good double-log house. He decided finally that the land on which he had settled was particularly valuable and offered an excellent site for a sawmill. He accordingly purchased the property, and upon his return from a business trip to his old home in Wisconsin he got out the timber for a mill, taught a term of school the next winter, and in the following spring started a finely equipped sawmill, with a run of stone for grinding corn and chop feed. In the fall he sold out his entire property, mostly on time, and gave his attention to preparing for the projected but long deferred trip across the plains to the Pacific coast. In the

early spring he set forth for the land of the setting sun, holding the Puget Sound country, in Washington Territory, as his destination. In the party were his wife and an infant son and two young men, John Bagon and Charles Hadley. After a journey of over six months' duration they arrived at Steilacoom plains on the 8th day of October, 1853.

Mr. Light's career in Washington has been one of very successful order, and his name has been associated with many notable enterprises and official preferments. He at first devoted himself to carpentry, and later sent several ship loads of square timber and piles to San Francisco. In 1854 he built a fine residence in Steilacoom, Pierce county, the same having been said to be the largest house in the Territory at that time. The building is still the home of our subject and his family. In 1855, during the Indian war, Mr. Light, in company with Henry Wilson, was engaged in the hotel business at Steilacoom, their place being one of the most popular in the Territory. After about a year Mr. Light sold out his interest in the hotel and returned by water to Iowa to look after his property there, the same having reverted to him by reason of failure of the purchasers to pay for the same. On his return to Steilacoom, after an absence of a year, he became associated with Andrew and Preston Byrd and built the Byrd gristmill, three miles from the town. After the mill was completed he returned to Steilacoom and engaged in the book and stationery business. He served in numerous official capacities, including that of Postmaster, Notary Public and United States Commissioner. He held the office of County Surveyor for a number of years, and finally had to refuse to qualify in order to free himself from service in the line. He has held preferment as Justice of the Peace and various municipal positions, including that of Mayor of Steilacoom. In 1862 Mr. Light made a trip to the Salmon river mines, in Idaho, crossing the Cascade mountains on snow-shoes. He was absent about three months, and soon after his return he was elected Probate Judge and County Treasurer. He also became largely interested in a wholesale and retail business in general merchandise. The firm bought a lumber mill on North bay, the Byrd gristmill purchased the wharf in Steilacoom and built and operated a vessel (named Clara Light, in honor of the daughter of our subject), which was placed in commission be-

tween San Francisco and Steilacoom. The firm dissolved after a successful career of about six years.

Mr. Light continued a grocery store and prosecuted his wharf and lumber business in Steilacoom, but removed his family to North bay, in Mason county, where he conducted a large lumbering business, remaining at that point about two years, and thus securing release from the major portion of his official positions. He secured the establishment of a post-office at his place in Mason county and was appointed Postmaster. He finally disposed of his mill property and returned to Steilacoom, where he has since resided, but has persistently refused office. His last executive incumbency was as Superintendent of the Public Schools. Mr. Light claims to have never asked a man's influence or vote at a nomination convention or an election, and it has ever in his case been an exemplification of the office seeking the man, not the man the office. Mainly through his own influence he was defeated for joint Councilman for Pierce and King counties, in the first Territorial Legislature. While running the hotel at Steilacoom he was again a nominee for the lower house of the Territorial Legislature, but was again defeated by false statements in regard to his being connected with the "Know-Nothing" party, and his own assertion that he could not leave his business to serve if elected. Many other similar episodes might be recounted in regard to the public and semi-public offices to which our subject has been called, but the enumeration is unnecessary at this point.

Mr. Light is a Freemason; has several times been Master of Steilacoom Lodge, No. 2, twice Senior Grand Warden, and also served one term as Grand Marshal and Deputy Grand Master.

Our subject and wife had six children, of whom the first-born died in infancy, and the youngest son, F. T. Light, died when eighteen years of age. Henry and Ira D. reside at home with their father; Clara V. is now the wife of E. F. Kubel, editor of the Los Angeles Sunday World; and Harvey A. is married and living in San Francisco. Mr. Light was called upon to mourn the death of his wife in August, 1885, at Steilacoom, her loss causing great sorrow to her family and a large number of friends who knew and appreciated her worth.

As the result of an industrious career Mr. Light enjoys a comfortable income, owning

property in California, a valuable farm in Pierce county, Washington, besides city realty in Tacoma and in Steilacoom. He may justly be numbered with the substantial and influential men of the community, to the advancement and welfare of which he has devoted his best and noblest efforts.



LYMAN W. BONNEY, a pioneer of 1852 to the Territory of Washington, was born in Des Moines county, Iowa, March 17, 1843. His father, Sherwood S. Bonney, was a native of Cornwall, Connecticut, but his earliest recollection was of Portage county, Ohio, where his parents emigrated in his infancy. There he was raised upon the frontier, undergoing many hardships, with few educational advantages. He was reared upon the farm, was married in the same locality, and in 1839 moved to Iowa, and lived there up to 1852, when he learned of the prospects and advantages of the Northwest territory, sacrificed his farm for \$1,000, purchased two wagons, six yoke of oxen, two cows and provisions for the journey, and with his wife and six children, all in good health and spirits, started on that toilsome journey across the plain and mountain, the stern realities of which were soon realized—through the difficulties of travel, high water in rivers, shortness of feed for cattle, or fuel for fire, and later by sickness of the family and the death of his dear wife and infant son, who were laid in their last resting place. Those were days of heroic labor and not of sentiment, and after concealing the graves as much as possible from Indians the march forward was resumed, and he ultimately arrived in the Willamette valley, and spent the first winter on French prairie, Marion county.

In the spring of 1853, he moved to Salem, where the children attended school. During the summer he met Dexter Horton and Thomas Mercer, and learned of the Sound country, and in the fall of 1853, with ox teams, he moved to Steilacoom, took a donation claim at American lake, afterward made a farm at Sumner, where he lived to 1885, and then moved to Lake View, where he still resides, aged eighty-one years, but stout, hearty and apparently in perfect health. He was the first Justice of the Peace elected by the people in Pierce county, and performed the first marriage service.

The boyhood of our subject was one of labor, instead of educational advantage, and at the age of eleven years began working out. During the Indian war of 1855-'56, being too young to enlist, he and his brother David took their team and followed the volunteers, hauling supplies and performing other necessary work.

After the war our subject hired to Jacob Leach, and they were the first to return to the Puyallup valley, to resume agricultural life. Thus his summers were passed in labor, and during the winters he attended the district school, thus securing a moderate education, taking some of the higher branches at the Puget Sound Institute, at Olympia. In the spring of 1859 he engaged with Robert Goodburn, at Steilacoom, to learn the carpenter's trade, and remained with him to the spring of 1861, when a little company was formed to cross the mountains by the Natchez Pass to the Wonatchee mines. Reaching the snow line, the horses were returned to the Sound and the men started on foot, but the slow and difficult climbing, with high water in the rivers—which they built rafts to cross—so delayed their progress that their provisions began running short, and they started for Wallula; but becoming lost in the woods and cañons their food gave out, and five days were passed in hardship and exposure before reaching John Day rapids, where they met a band of Indians and purchased a little dried salmon. They passed the rapids in a small canoe, and were then taken on the little steamer Spokane, and carried to the Dalles. There they built a boat and drifted down the Columbia river to the Cowlitz, and returned to Steilacoom. Then, with horses, they returned to the Dalles, which was a difficult and laborious journey, but, being finally accomplished, Messrs. Bonney and Goodburn engaged in the carpenter business, which they continued up to 1866, then with horses and wagon, drove to the Owyhee country, Silver City, Idaho, and there followed mining and their trade. In the fall they dissolved partnership, Mr. Bonney continuing the business, ultimately forming the partnership of Bishop, Bonney & Co., and followed contracting and building, built and operated a sash and door factory, and sold paints, oils, hardware and builders' supplies.

In 1869 Mr. Bonney made a trip to White Pine, Nevada, and passed about two years in various mining districts, engaged at his trade and prospecting. He then returned to Silver

City, and Bishop retired from the old firm. Bonney & Jones continued to 1873, when subject sold out and went to San Francisco, and followed mining speculations about five years, with its varied experiences of prosperity and adversity, which ultimately ended in his "dead-broke" condition, and he returned to his trade to get money enough to "carry him out of town."

In 1878 he returned to the old farm, which he rented from his father, but after one year quit farming and resumed his trade in Tacoma, and later at Portland, where he conducted a jobbing shop up to April, 1882, then came to Seattle and bought an interest in the cabinet shop and undertaking establishment of O. C. Storey, and organized the firm of O. C. Storey & Co. This was the pioneer firm in the city in making undertaking a special business, and they were the first to run a regular hearse, as before open wagons and carriages had been used for hearse purposes.

In the spring of 1889 Mr. Shorey sold his interest to George M. Stewart, thus forming the firm of Bonney & Stewart, who still continue the business. They are located on the corner of Third and Columbia streets, where they have just completed a three-story brick building, all being devoted to the convenience of the business. They operate two dead wagons, three hearses, and attend the greater part of the funerals of the city.

Mr. Bonney was married in San Francisco, in 1884, to Mrs. Eunice (Hickle) Hughes, a widow with four daughters, all of whom are living, and the family reside on the corner of Thirteenth and University streets, where Mr. Bonney built in 1891. Socially he affiliates with the Royal Arch Masons, the I. O. O. F., A. O. U. W., Woodmen of the World, Royal Good Fellows, and Improved Order of Red Men, and commands the respect and esteem of a large circle of acquaintances.



HON. THOMAS MELBURNE REED, one of the California Argonauts of 1849, and a Washington pioneer of 1857, was born in Sharpsburg, Bath county, Kentucky, December 8, 1825. His parents, Garnett B. and Nancy B. (Workman) Reed, were natives of the same State, descended from English and

Scotch-Irish ancestry, both branches settling in Kentucky about 1790. Garnett B. Reed was a manufacturer of boots and shoes at Sharpsburg, residing there or in that vicinity until his death in 1847, his wife preceding him by ten years. With no public-school system in Kentucky, the education of Thomas M. was acquired by self-application, and, being deprived of a mother's care at the age of twelve years, he was early thrown upon his own resources, and was taken by his uncle, James Workman, a farmer, with whom he remained seven years, at the monthly stipend of \$8 during the summer months. These amounts were saved by young Reed and expended upon his education during the winter months. At the age of nineteen years he began teaching school in Fleming county, but after one season was offered increased wages as clerk in a general merchandise store in Bath county. With experience his salary and position improved by successive association with other mercantile houses, until he became manager of a store in Mason county, the center of a large hemp and tobacco section, where a large business was conducted. Remaining until February, 1849, he then started for California by the Panama route. With limited transportation facilities he spent six weeks in Panama; then a company of about 200 individuals was organized and they proceeded to Callao, and chartered the ship Sylph, at \$150 each to take them to San Francisco. Encountering head winds, their progress was very slow, and seventy-eight days were consumed on the passage, the vessel entering through the Golden Gate July 26. Mr. Reed then proceeded to Sacramento, and being about stranded financially accepted a position as chain carrier in laying out the streets of the city. After raising a little money he proceeded to Morimon island on the South fork of the American river and engaged in mining, which he continued very successfully until the rains began, then returned to Sacramento and performed such work as he could find during the winter months. In the spring of 1850, with his ship companion, Hon. John Conness—late United States Senator from California—he returned to the mines and worked until the summer of 1851, where the two opened a general merchandise store at Georgetown, California. In 1853 our subject was elected Postmaster under President Pierce, which office he held one year, then was succeeded because of his anti-slavery proclivities. He continued his mercantile business,

however, until 1855, when he sold out. In 1853 he began the study of law with Selucius Garfield; and during the same year was elected Supervisor of El Dorado county, and in 1855 was elected Treasurer of the same county. At the expiration of his term, in 1857, he came to Olympia, Washington Territory. He was appointed agent for Wells-Fargo & Company, and in 1859 engaged in the merchandise business with H. A. Judson, continuing until 1861. He then sold his interest. Upon the breaking out of the civil war in 1861, Mr. Reed was among the first to help organize a company, and was elected Captain, but being so remote from the seat of war, the company was not called to the front and so disbanded. In 1862 he was appointed Deputy Collector of Internal Revenue under P. D. Moore, collector of Puget Sound and Idaho Districts, and during the same year was elected to the Territorial Legislature from Idaho county, and with the assembling of that body was elected Speaker of the House. Having continued his legal studies he was admitted to the bar of Washington and Idaho in 1863, and in 1864, was appointed Prosecuting Attorney of Idaho, and was elected to the Idaho Legislature from Nez Perce county. The legal business in Idaho being largely criminal, Mr. Reed became tired of his practice, and in 1865 sold his library and returned to Olympia, where his family had continued to reside. Shortly after he was appointed chief clerk in the United States Surveyor General's office and held that position continuously for seven years, and then entered the field as practical surveyor, in which occupation he continued until 1877, when he was elected to the Territorial Council from Thurston and Lewis counties, and was president of the Council during the session. On the last day of the session he was appointed Territorial Auditor by the Governor and confirmed by the Council before adjournment, and continued in that office until January, 1888, when he was relieved by the Cleveland administration. In 1889 he was elected a member of the Constitutional Convention and assisted that body in framing the constitution of the new State. In the fall of 1889, at the first State election, he was elected State Auditor and completed his term in that capacity.

Since 1877 Mr. Reed has been interested in mining operations in Idaho, Washington and British Columbia, and in real-estate speculations in Olympia. He has been an extensive de-

veloper of residence property, and built the Post-office block, corner Sixth and Washington streets, in 1891. His present handsome residence, corner Main and Thirteenth streets, was erected in 1890.

Mr. Reed was married at Upper Blue Lake Springs, Fleming county, Kentucky, in 1853, to Miss Elizabeth H. Finlay, who died in 1866, leaving two children: Thomas M., Jr., now Register of the Land Office at Seattle; and Mark E. Mr. Reed was married in Olympia in 1867, to Miss Eliza C. Giddings, who died in 1871, leaving one child, Emma. He was again married, in 1873, to Miss Hattie Fox, the issue of this union being one child, Garnett Avery. Mr. Reed joined the Masonic order in Kentucky in 1847, and is one of its most distinguished members, having taken all the Scottish-rite degrees, including the Thirty-third, and all the York-rite degrees, including Royal Arch, Council R. & S. Masters, and Knights Templar. He has served as Grand High Priest and for one term as Grand Master of York rite three terms. For thirty-two years he has been Grand Secretary of the Grand Lodge, has served four years as Grand Secretary of Grand Chapter; two years as Grand Recorder of Grand Commandery, and is the present Grand Treasurer of the Grand Commandery, having served as committee on correspondence for the Grand Lodge continuously, and, until the past two years, for the Grand Chapter and Grand Commander.



JOHN RUTTER BLYTH, who owns and occupies a fine ranch near Bothell, Washington, is a native of Newcastle, England, born March 31, 1840, his parents being Joseph and Mary (Carr) Blyth.

In his youth the subject of our sketch learned the trade of ship carpentry, at which he worked a few years in England. In 1862, bidding farewell to his native land and directing his course toward America, in due time he landed at Victoria, British Columbia. He came to Washington in the spring of 1864, and for six months worked for the the Port Madison Mill Company. After that he went back to British Columbia, where he remained fifteen months. Returning to Port Madison at the end of that time, he again entered the employ of the same company, and continued with them two years. Pleased

with the Sound country and its surroundings, he decided to locate here permanently, and accordingly, on July 4, 1872, bought a ranch of 160 acres near Bothell. About five acres of land were cleared at the time he purchased it. He now has nearly the entire tract cleared and under cultivation. His present residence, which he erected in the summer of 1888, is one of the finest houses on Squak slough.

Mr. Blyth was married March 11, 1885, to Christiana Berg, a native of Sweden.



A W. STEWART, a horticulturist of Pierce county, Washington, is a native of Bond county, Illinois, born December 10, 1828.

His parents were William M. and Anna (Laughlin) Stewart. William M. Stewart was a mechanic of considerable ability, and worked at his trade, in connection with farming, in the various localities in which he resided. He moved to Putnam county, Illinois, when his son, A. W. Stewart, was a child. In 1839 he moved to Johnson county, Iowa, and located twenty-five miles west of Iowa City. There he lived for ten years, running a carpenter shop and a wagon-making establishment. In this shop A. W. worked as an apprentice until 1849. That year they moved to Linn county, Iowa, where for two years they carried on farming. About that time A. W., hearing rumors of the fortunes to be made in the far West, determined to come and see the country for himself; so, with a few other ambitious friends, April 15, 1851, he started across the plains, driving an ox team. They crossed the Missouri river, and, in his own words, "It seemed as if we had left civilization, for we saw not a soul, with the exception of a train of wagons now and then, until we reached Portland, Oregon, October 15, 1851."

Mr. Stewart remained in Portland about one year, working in a sash and door factory for \$3 per day and board. From there he went to Olympia, Washington, and took a donation claim of 160 acres on Chambers' prairie, twelve miles from Olympia, where he lived for five years, except during the Indian war of 1856-'57, when he found it necessary to avail himself of the protection afforded by one of the forts. At the expiration of the time noted he moved to Olympia and started a wagon-making and

general repair shop, which he conducted about years and sold in February, 1864. After disposing of his shop he came to Pierce county and located five miles from where Tacoma has since been built. While here he was employed as carpenter in the Indian reservation for three and a half years. Then for four years he lived in old Tacoma, this being before any railroad line had reached the town. Finally Mr. Stewart decided to settle down to farming, so he went to Whatcom county, near where Blaine City now stands, and pre-empted 160 acres of land, upon which he lived for ten years, raising stock and general farm products. Becoming dissatisfied, he rented the farm and came to Pierce county. Here he bought 240 acres of land in the bush and swamp four miles north of Sumner, there being no roads and not even a trail to his land. The transformation that has since taken place here has been marvelous. He now has twenty-five acres in small fruits and garden. He finds a ready market for his products and is doing a very successful business.

Mr. Stewart was married September 22, 1853, to Jerusha White, who was born in Sullivan county, Indiana, November 12, 1835, daughter of Joseph A. and Elizabeth (McKee) White. They have nine children: Joseph A., George L., Charles A.; Robert A. and Mary Ellen are at home, and the others are married. Margaret D. lives in Seattle; James E. is a resident of Anacortes, Washington; Annie E. lives near Blaine, Washington, and William W. lives in Olympia, Washington.

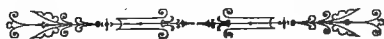


JOHAN D. ATKINSON, member of the Seattle bar, was born at Connellsville, Pennsylvania, in July, 1861. His parents, George and Sarah (Detwiler) Atkinson, were natives of the same town, their ancestry being among the settlers of the colony, about 1780, and there followed agricultural pursuits. John D. received his early education at the public schools of his native city. At the age of fifteen years he began teaching in the city schools, thereby securing means to continue his education in the higher branches. Thus following a system of teaching and study he completed the junior year at the Indiana State University and graduated from Wanesburgh College in 1886, receiving the degree of A. B. He then gave

instruction in the high school at Scottsdale and also filled the office of Superintendent of the city schools.

In view of ultimately entering the legal profession, Mr. Atkinson began the study of law at Uniontown, Pennsylvania, in 1885, completing his studies at the Union Law School in Chicago, where he was examined by the Supreme Court of the State and admitted to the bar. In January, 1889, he came to Seattle with a view of following his profession, but shortly after his arrival he was engaged as assistant principal of the high school, to fill a vacancy, and later accepted the position as principal of the South School, where he remained for three years, having in charge an average of eighteen teachers. At the close of the school year, in June, 1892, Mr. Atkinson resigned his office and entered upon the practice of his profession in general law.

As evidence of his ability in the field of education, in March, 1891, he was appointed by the Governor as one of four who comprised the State Board of Education, by which body he was duly elected Secretary. Mr. Atkinson has traded considerably in real estate about the Sound and is also one of a syndicate who own valuable mining interests in the Okanogan district, which are being developed and show rich deposits of free mining ores. The Alcazar, Northern Light and Smuggler mines being among the most important developments.



RICHARD SAMPSON.—Although not a pioneer of Washington, Richard Sampson has a career that is worthy of mention in this work. Of him we make the following record:

Richard Sampson was born in London, England, December 3, 1829, a son of Thomas and Honor (Borden) Sampson, both born and reared in England. At the age of fifteen years, anxious to start life for himself, Richard ran away from home to join an English exploring party that was going to the West India islands in search of the Spanish treasure hidden there and also to prospect for gold. In the original company were eighteen men, but later on this number increased by twenty-two more. All the islands were in turn explored, no treasure was found, but they discovered gold in large quanti-

ties. While they were searching for gold all their boats were lost, their means of return to England thereby being cut off. Their only possible hope of return was by means of a chance vessel. Young Sampson remained on the island nine years and four months: in the meantime all the company, with the exception of himself and two others had died. A supply vessel for the Panama Railroad Company, passing by, rescued them in 1852, and took them to the Isthmus. There they secured work on the railroad, but his companions soon died, and after their death Mr. Sampson embarked for San Francisco.

Upon his arrival in California he worked in Grass valley until 1860, when he came to Portland. He remained in Portland until 1865. That year he returned to England, via New York, and after traveling all over England and Europe came back to California. Soon afterward he engaged in mining in Nevada, and finally, in 1891, he came to Washington. He bought a small farm near Midland, Pierce county, and is now engaged in raising fruit and garden produce.

Mrs. Eliza Sampson, the wife of our subject, was born in Lambeth, England, in 1830. Her maiden name was Fuller. James Fuller, her father, was born near the mouth of the Thames river, in England, in 1798, and died in 1833. September 30, 1850, she was married in Lambeth, to William Sales, and soon after their marriage they embarked for Esquimalt, British Columbia, arriving at their destination May 9, 1851. Subsequently they lived in Victoria. Mr. Sales was engaged by the Hudson's Bay Company in London. In company with two others and an infant son three months old, she came from Victoria to Steilacoom in a row-boat, arriving at daybreak, and went through the brush to the only house there, owned by Captain Balch. From there, in 1856, with an infant girl, she went to the Nisqually sawmill and cooked for the workmen. Thence she moved to Thomas Dean's farm near Spanaway lake, and there spent the winter. In 1853 her husband took a claim on what is now the Puyallup reservation, but in 1855 the Indian war forced them to abandon the claim and go to the fort. After the war her husband kept a restaurant at Olympia for some time, but afterward moved back to the reservation and was employed as a carpenter for two years. In 1861 they went to British Columbia and five years

later went to Oregon and settled on a claim of 160 acres. There, in 1884, her husband died, and after his death she continued to manage the farm until her marriage to Mr. Richard Sampson, which event occurred in 1887. She had seven children by her first husband, all of whom are living. Her eldest son, Richard S. Sales, the second white child born on Vancouver's island, at Esquimalt, in July, 1851, now carries the mail over one of the most dangerous routes in the West, namely, in Tillamook county, Oregon, he being the only person that would venture over the road again after making the first trip. Her second son, James E., was the first white child born where Tacoma now stands, in 1853. At that time Tacoma was only a logging camp.

Mrs. Sampson has purchased two acres of land in Croft's donation land claim, where she now makes her home.



MELVIN G. WINSTOCK, lawyer.—The subject of this sketch was born in Richmond, Virginia, March 31, 1864. His father was of Spanish descent and his mother was born in the Old Dominion State. Mr. Winstock's early education was secured in the public schools of the city of Richmond, he graduated from the high school there at the age of thirteen, and spent several years in Abbeville, South Carolina, engaged in mercantile pursuits. Early in life he became devoted to literature, and while yet a clerk began the study of law under Judge McGowan, of the Supreme Court of South Carolina. In four years the young man had saved up, by strict economy, enough to enable him to take a collegiate course, and he matriculated at the University of Virginia, spending several years at this famous seat of learning. In 1883, Mr. Winstock won the orators' gold medal at the University, taking as his subject, "Benjamin Disraeli." Thence Mr. Winstock proceeded to Philadelphia, where he studied law and was admitted to practice, but literature, which had ever allured him, retained so strong a hold upon him that he branched out into journalism; and served most of the leading newspapers of that city. He then went abroad and did general literary work in London, England. He then returned to the United States and took up his residence

in Portland, Oregon, in 1888, where for quite a period of time he occupied an editorial position on the Oregonian. From the Oregonian he transferred his allegiance to the Post-Intelligencer of Seattle. During the fall of 1892, becoming interested in politics, he espoused the cause of the Honorable John F. Miller for Prosecuting Attorney, and upon the election of that gentleman was appointed Deputy Prosecuting Attorney of King county. Later Mr. Winstock associated himself with the Hon. W. T. Scott and the Hon. John W. Carson, and resigned his public office to devote his entire attention to his increasing private practice.

Mr. Winstock is a representative, earnest and thorough Jew. The Hebrews of the State, when, desiring some one to stand for them on public occasions, have invariably called Mr. Winstock to represent them, so that he has acquired quite a reputation as an orator. His public addresses have shown that he is capable and willing on all occasions to stand forward for his people. He is yet a young man, but he has shown that he possesses the intrinsic qualities that entitle him to an abundant success.



WILLIAM H. PUMPHREY, resident of Seattle, was born in Belmont county, Ohio, August 30, 1846. His parents, Bazelleel J. and Anna (Baldwin) Pumphrey, were natives of Virginia, and located, about 1844, in Ohio, where Mr. Pumphrey engaged in agricultural pursuits. William H. was educated in the public schools of Belmont county, and at the McNeeley Normal School at Hopedale, Ohio, spending his summers upon the farm, and remaining with his parents until the spring of 1868. He then passed the summer in Lemonweir, Wisconsin, in railroad work, and in January, 1869, came to the Pacific coast, by steamer from New York, via the Panama route. Duly arriving in San Francisco he embarked for Portland, Oregon, and in May continued his journey to Seattle. He then secured a clerkship in the store of the Puget Mill Company, at Port Gamble, and remained until November, 1870, then returned to Seattle and followed clerking up to April, 1871. He then purchased an interest in the pioneer stationery store of Seattle and formed the copartnership of Coombs & Pumphrey, which continued eighteen

months, when Mr. Coombs retired and the firm became Pumphrey & Young. One year later our subject purchased the entire interest and operated alone up to 1882, when J. D. Lowman purchased an interest, and the enterprise was continued under the firm name of Pumphrey & Lowman. In 1883 Pumphrey withdrew and acted as agent of the Northern Pacific Express Company. In 1885 he re-engaged in the stationery business under the firm name of William H. Pumphrey & Co., and has since continued the business under the same title, carrying a fine line of stationery, books and such other articles as are usually handled in first-class establishments of the sort. He suffered heavily in the disastrous fire of June, 1889, but immediately resumed business and is recognized as one of the leading stationers of the city.

He was married in Seattle, in 1874, to Miss Lizzie M. Johns, of Zanesville, Ohio. They have one child, Harry E. Socially, Mr. Pumphrey affiliates with the I. O. O. F. In politics he is an active Republican, a devout adherent to the principles of the party, but in no sense a seeker for political preferment.



HON. GEORGE W. BYRD, who is living in Pierce county, Washington, was born in Jo Daviess county, Illinois, March 7, 1843.

Adam Byrd, his father, was born in Ohio, in 1796, and his mother, Mary (Houch) Byrd, was born of German parents, 1797, in North Carolina. The subject of our sketch removed with his parents from his native State to Richland county, Wisconsin, where his father operated a flouring mill until April, 1852. At that time the Byrd family started for the Pacific coast, and the following fall arrived at Vancouver. There they remained during the winter, and the following spring, within the month of February, 1853, they came to Puget Sound with A. Slaughter, Lieutenant of Company C, Fourth Infantry United States Regulars. They first stopped at Chamber's mill near Steilacoom, and in June, 1853, moved to the mill of Andrew Byrd, brother of George. The father died soon after their arrival at that place, and George and his brothers supported the family. In the spring of 1867 they came to what is now known as Fern Hill, pre-empted 160 acres of land and engaged in farming and hop-raising.

In 1881 George W. Byrd was elected County Commissioner of Pierce county, and in 1885 he was elected Representative of the same county, and served two years.

Mrs. Byrd was formerly Miss Mary White of Thurston county, Washington. She is a daughter of William and Margaret (Stewart) White. Her father was massacred during the Indian war, near Eaton's mill on Chambers' prairie. Mr. and Mrs. Byrd have eight children living, namely: Clara, Addie, Roy, Jessie, Walter, Frank, Elbert and Dora,—all unmarried and at home except Addie.



FM. GUYE, a pioneer of 1853 to the Pacific coast, was born in Greene county, Indiana, January 7, 1833. His parents, Samuel and Susanna (Betwell) Gnye, were natives of Tennessee and Virginia respectively. Samuel Guye was reared upon a farm and agriculture was the occupation of his life. This vocation he followed in Indiana, Missouri and Iowa.

Our subject remained with his parents until twenty years of age, receiving his education in the schools of Iowa, which were quite primitive, prior to 1853, at which time he crossed the plains to California. He worked his passage by assisting in the driving of a large herd of cattle. Seven months were consumed on the journey, which was very successfully performed. They arrived in Hangtown, now Placerville, in September, 1853. Young Guye then entered into partnership with Calvin Smith, purchased six mules with wagon and outfit, and engaged in teaming from Sacramento, which was profitably continued to 1856, when our subject sold his interest and removed to Grizzly Flats, El Dorado county, and there followed quartz-mining and teaming to 1858, when he "broke up."

The Fraser river excitement then being at its height, he started for that country and spent one year along the river, with poor success. He then came to the Sound country, arriving at Seattle in June, 1859. His first occupation was on the military road under construction to Bellingham bay; but after a few months he bought a logging team and outfit, and engaged in cutting and selling logs to the sawmills, which he followed very successfully up to 1880. He then passed one summer in the employ of

the Port Madison Lumber Company in locating timber lands, and since that time has not engaged in active business, but has been continuously occupied in prospecting and locating mineral claims throughout the Cascade mountains, giving particular attention to locating iron and coal prospects, in which he has been very successful. After satisfying himself, he has filed and secured patents on his lands, which now cover about 1,000 acres.

Among his most valuable claims is the Industry mine, located on Guye's mountain, at the head of the South fork of the Snoqualmie river, near Snoqualmie pass, in the Cascade mountains. It covers an area of 240 acres and contains bodies of magnetic iron ore from 50 to 100 feet thick, which crops out in many places. On the same property is a body of white and mottled marble, which in fineness and polish is unsurpassed.

The Bessemer mine, located between the Middle and North forks of the Snoqualmie river, about ten miles east of the large hop ranch, under a claim of 200 acres, indicates red and micaceous hematite ores in vast ledges, with large deposits of magnetic ore.

The Bald Hornet mine, located in the same neighborhood as the above, has sixty acres, and develops vast richness in red and brown hematite.

The Washington coal mine, in the Sauk mountains about eighteen miles southeast of Seattle, extends over an area of 560 acres, and indicates great deposits of semi-anthracite, cannel and bituminous coals.

In his development Mr. Guye has discovered seven veins, from three to nine feet in thickness, which extend to great depth, at an angle of forty degrees. In his investigations he feels satisfied that the iron and coal interests of Washington are inexhaustible in their supply, and will be of great richness when fully developed.

Mr. Guye was married in Seattle, in 1872, to Mrs. Eliza (Dunn) Plympton, a native of Maine.

While the mineral interest have occupied much of Mr. Guye's time during the past twelve years, he has also accumulated some valuable business property in the city of Seattle. Geology has become with him a favorite study, but his knowledge has been acquired by personal effort and practical application, until he has become one of the mining authorities of the Pacific Northwest.

He shipped upward of 3,000 pounds of mineral exhibits for the Washington exhibit at the Chicago World's Fair, all of which he took out of the mountains on men, mules and wagons, all of which was done at his own expense, comprising iron, marble, coal, fire-clay and moulding sand.



JAMES PATTISON, a retired capitalist and respected citizen of Olympia, Washington, was born December 25, 1824, in Randolph county, Illinois. His parents, William and Mary (Munford) Pattison, were natives of Ireland and South Carolina, respectively. They were married in Randolph county, Illinois, where they resided on a farm from 1822 to April 10, 1849, when, in company with their six sons, two of whom,—James, of this notice and Nathan,—were married, started across the plains. Nathan's wife died on the way and was buried by the sorrowing family on the plains, with only the winds to sing her requiem.

The first settlement at which they arrived was in Oregon Territory, on the Columbia river, which they reached Christmas day, 1849. Here they spent the winter, and in the spring of 1850 went to Oregon City, passing through the place on which the proud city of Portland now stands but which was at that time a lonely forest. They remained in Oregon City until July, 1850, and then started for the Sound country, but, owing to scarcity of provisions and money, were obliged to stop near Monticello, Washington, where they raised a crop in the summer and worked at lumbering in the winter. In 1851, they settled near Cowlitz river, but in the early spring of 1852, all started once more for the Sound, making their way through two feet of snow to New Market, at the mouth of Des Chutes river. From there they were obliged to have their cattle swim across the river and themselves to cross in canoes, and finally to cut a trail to reach Olympia, which place was then platted as a town, but had few inhabitants, and only one store, kept by George A. Barnes.

From there they proceeded to Chambers' prairie, where James Pattison of this notice, and his wife, together took a claim of 640 acres, in 1852. His wife's maiden name was Jane Wyllie, and she was a native of Scotland, having been brought to America by her parents

when she was a child, to Randolph county, Illinois, where she was married to Mr. Pattison, February 17, 1848. They continued to reside on their claim until 1855, at which time they sought refuge at Fort Eaton during the Indian war, Mr. Pattison enlisting as a volunteer and serving three months under Captain Isaac Hays and Lieutenant Conner.

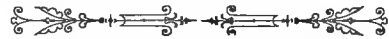
On the close of the war, they returned to their farm, where they continued to reside until 1859, in which year Mr. Pattison sold out and invested largely in Olympia property, he owning at that time nearly one-half of the city and at present has a large amount of the best property there. He has built a large and attractive residence, where he resides in retirement from active business pursuits, with his wife and two children: James R. and Annie. His brother Nathan, who makes his home with the subject of this sketch, is a well-to-do citizen, prominent with his fellow men and a member of Tacoma Good Templars, Lodge No. 4, also a conspicuous Odd Fellow of Olympia, Lodge No. 1.

The life of Mr. James Pattison may well serve as an incentive to all worthy young men, as showing what industry and perseverance may accomplish when intelligently directed and combined with high moral purpose.



ARTHUR PETERSON, deceased, was born in Sweden, May 18, 1845, and left his native country as a sailor, at the age of nineteen years. He worked his way up until he became second mate of a large ship. At length tiring of the sea he located at Port Ludlow and ran an edger in a large sawmill until April, 1874, when he engaged as second mate on a schooner running between that port and San Francisco. After making two trips he married Miss Caroline M. Nelson, July 13, 1874, in San Francisco. She is a native of Sweden. In September following, Mr. Finney, the owner of the Port Ludlow sawmill, went to San Francisco and re-engaged Mr. Peterson as an edger for the mill, and during the next month Mrs. Pattison came to the port. At this place the oldest child, William Robert, was born, May 13, 1875. In July, 1876, Mr. Peterson removed with his family to a point upon the Snohomish river, where their second child, Arthur, was born, August 6, 1876; George Al-

bert was born August 28, 1871; Alfred Walter, September 8, 1880. Mr. Peterson left his wife and four small children on the homestead there and worked at New Castle, about thirty miles distant by water, coming home once a month, to visit his family and bring supplies, etc. This business he followed until May, 1882, when he died with small-pox and heart trouble, on the thirteenth of that month. Mrs. Peterson is a faithful mother and respected citizen.



THOMAS M. CALLOWAY, a farmer near Cheney, Washington, was born in Oska-loosa, Iowa, in 1854, a son of Jesse S. and Mary A. (Monteith) Calloway, the former a native of Delaware and the latter of New York. The father was a physician by profession. Thomas M. was educated in the public schools of Iowa, and also received a scientific course in the Simpson Seminary at Indianola, that State, graduating there in 1875. The following year he located in Oregon, where he taught school three years, and in 1879 settled on a pre-emption claim on which the present town of Cheney, Washington, is now located. Mr. Calloway was engaged in real-estate business about five years, but now conducts a large farm near this city. He was State Organizer of the Farmers' Alliance in Washington, and was elected Commissioner of Public Lands at Ellensburg, July 25, 1892.

Mr. Calloway was married in Indiana, in 1885, to Miss Hart, a native of that State. They have two children: Earl, aged six years and Rex, aged seventeen months. Our subject is a prominent agriculturist, an intelligent man, and his thorough knowledge of the needs of the farmers resulted in his nomination for the office above mentioned. He is a man of broad views, and well read on all subjects of land.



WILLIAM H. THOMPSON.—It is a matter of history that a large proportion of the professional and business element of Seattle located in that city after the great fire of June, 1889; and among those recent comers was the subject of this sketch, who left behind him a field honored with his pro-

fessional skill and successes, and has already attained a position of eminence before the legal profession of Seattle.

Mr. Thompson was born in Calhoun, Georgia, March 10, 1848. His parents, Rev. Grigg M. and Diantha (Jaeggar) Thompson, were natives of Missouri and New York respectively, descended from Scotch-Irish and German ancestry, both family emigrating to the United States early in the eighteenth century. As a race the Thompson family for generations had followed the ministry, worthy adherents and expounders of the Baptist faith. Grigg M. Thompson qualified for the bar, under the preceptorship of Hon. "Tom" Corwin, that eminent orator, statesman and Whig leader of Ohio. Mr. Thompson was admitted to the bar and commenced practice, but was ultimately drawn by his inner consciousness and the traditions of his ancestry into the ministry, which profession he followed through life.

William H. was educated at the Georgia Military institute, and in 1866 began the study of law at Calhoun, Georgia, under the direction of Colonel William H. Dabney, one of most prominent and distinguished lawyers of that State. Having qualified as a civil engineer in the Military Institute, in 1867 young Thompson adopted that profession in railroad construction and canal work, and in 1868 removed to Indiana, to pursue the same occupation, at the same time continuing his legal studies. He was admitted to the bar in Indiana in 1872, and engaged in the practice of his profession in the city of Frankfort, remaining two years and then removing to Crawfordsville, and forming a co-partnership with his brother, Maurice Thompson. The firm conducted a general law practice up to 1881, then dissolved, Maurice withdrawing to engage in literary work. For four years he was State Geologist of Indiana, then engaged in the writing of stories, poems and scientific articles for the Eastern magazines, in which he attained eminence and popularity, and is now literary editor for the New York Independent. Our subject continued an active practice at Crawfordsville up to 1889. His success at the bar of Indiana is freely mentioned in the Supreme Court reports, from volumes 40 to 119, which are thickly studded with his cases.

For many years Mr. Thompson had suppressed a desire to locate on the Pacific coast, and on the morning of June 6, 1889, that day

so memorable in the history of Seattle, he started for the Puget Sound district, accompanied by his old friend and associate, John E. Humphries. Arriving in Seattle about July 1st to find everything in confusion consequent to the fire, they immediately established the law firm of Thompson & Humphries and engaged in practice, continuing until November 1st, when Edward P. Edson became associated therewith, and the copartnership of Thompson, Edson & Humphries was organized, which has attained prominence as one of the representative law firms of the city.

Mr. Thompson was married in Crawfordsville, in 1874, to Miss Ida, daughter of Hon. John Lee, President of the Logansport, Crawfordsville & Southwestern Railroad. Four children have been added to this union: Wycliffe, May, Chester and Oscar. Mr. Thompson is a member of no fraternal societies and a seeker of no political emolument. He is a Democrat in politics and quite active in furthering the interests of his party, but aside from that adheres closely to his profession, which is the primal cause of his pronounced success. He has also given some attention to literature, and his poem entitled "The High Tide at Gettysburg," which appeared in the Century Magazine in July, 1888, has been translated into many languages and pronounced by the greatest critics as "the noblest battle poem of the Republic." Mr. Thompson has also given some attention to athletic sports, and for five years held the championship of the United States for archery.

 DR. ORLANDO G. ROOT, medical practitioner of Seattle, was born in Mentor, Lake county, Ohio, June 23, 1830. His father, Erastus Root, was born in Hebron, Connecticut, and in 1816 emigrated to Mentor, situated in one of the most beautiful sections of the Buckeye State. Then a lad of thirteen years, he engaged in farm labor. Subsequently purchasing land, he engaged in farming and also married Miss Rebecca Tuttle, native of Connecticut, where both the Root and Tuttle ancestry made an early settlement. At Mentor, Mr. Root became one of the prominent men of the vicinity. He engaged extensively in the propagation of peppermint, from which he distilled oil, and from a few strawberry vines he de-



Mari Hoell

veloped the line until sixteen acres were devoted to the cultivation of this fruit. He was a man of energy and enthusiasm and possessed the courage of his convictions, and every enterprise prospered under his management.

Orlando G. was the first born of four children, and, with limited educational advantages, was reared to the duties of farm life. After the death of his mother, in 1848, he struck out for self-support, and, making his home with an uncle, worked here and there as opportunity offered. In 1856 he went to Crystal Lake, McHenry county, Illinois, and engaged in farming. He was married in Marshall, Michigan, in 1857, to Miss Harriette E., eldest daughter of William A. Sweet, a painter and cabinet maker. Returning to Crystal Lake, our subject continued farming up to 1859, when, through a defect in title, he lost his farm and went back to Mentor and bought a little place near the old home and there remained until 1868, when they removed to Marshall, Michigan. There Mr. Root met Dr. H. B. Bagley, now of Seattle, and entering his office engaged in the study of medicine, after the homeopathic school. In study and practice he remained with Dr. Bagley until 1874, then moved to Farmington, Michigan, and entered actively into practice. Though not a college graduate, he became a member of the Homeopathic Medical Society of Michigan, and worked up an extended and successful practice. In 1875 his wife died, leaving three children: William Erastus, now a successful druggist in Seattle; Frank F., a telegrapher; and Louise, wife of John C. Dement, a druggist at Astoria, Oregon.

Dr. Root was again married, at Farmington, Michigan, December, 1876, to Mrs. Francis A. Smith (*nee* Brown), who had one son, Benjamin C. The Doctor continued in practice in Michigan until 1878, when he removed to Seattle and joined his old preceptor, Dr. H. B. Bagley. They were associated for two years, after which Dr. Root purchased a home, on the corner of Front and Lenora streets, and opened an independent office in the Yesler-Leary building, corner of Yesler avenue and Front street. He was very active in his profession until 1890, when he practically retired, visiting his old patrons only. In 1890 he built a residence at 324 Moltke street, and there has since resided. He has served the city one term as Health Officer, and for four years held the office of Coroner of King county. He is an active worker of the

A. O. U. W., being a charter member of Columbia Lodge, No. 2. He has represented his lodge in the Grand Lodge yearly since its institution, March 4, 1879.

He is a member of the State and the King County Homeopathic Medical Societies. For some years he was stockholder and director of the Union Water Works Company, which developed the water system in North Seattle. The company subsequently sold their plant and business to the city. The Doctor gave little attention to side issues, as he was an enthusiast in his profession, to which he devoted the best of his time and energies, being rewarded with a full measure of success.



WILLIAM LAIR HILL, a resident of Seattle and a distinguished member of the Washington bar, was born on a plantation in McNairy county, Tennessee, August 20, 1838. His family were among the earliest colonists of the Carolinas. Two of his ancestors were officers in the Revolutionary war, and his mother belongs to the family of Lairs who left France in the days of the religious persecution to find a temporary harbor of refuge in Holland, and thence became exiles for principle in the new land of freedom across the sea.

Dr. Reuben C. Hill, the father of our subject, was reared among rural scenes and was educated in both medicine and theology, thus being eminently fitted for the pioneer life upon which he subsequently embarked. He was married to Miss Margaret Lair, a native of Elizabethtown, Kentucky, and after his marriage preached and practiced medicine throughout Tennessee, Kentucky and Mississippi, doing good as he had opportunity, until 1850. That year he undertook the dangers and difficulties of crossing the plains to California. Passing the winter in the mining camps, he followed his profession till the spring of 1851. Then he crossed by the old trail to Oregon and passed a year in the Willamette valley, returning to the East on horseback in the summer of 1852. He then closed all business relations, and with his wife and nine children crossed the plains to Oregon in the summer of 1853, making the journey with ox teams. The company with which they traveled numbered about seventy people, with Elbert E. Taylor, an experienced

frontiersman, as captain of the train. Their route led across Arkansas by the Cherokee trail, thence up the Arkansas river, crossing near Pueblo, Colorado, and they camped three days upon the present site of the city of Denver. They then directed their course northwest, crossing the head-waters of the Platte and Laramie rivers, often cutting their way through dense timber, and striking the regular emigrant road at General Bridger's old trading post, east of Salt Lake City. During this long period of travel (four months) they did not see a white man outside of their company except a company of United States soldiers at Fort Atchison. Continuing their journey by the emigrant road, they crossed the Cascade mountains south of Mount Hood, and arrived at Albany, Oregon, just six months from the date of their departure. They were several times surrounded by Indians, but by tact, judgment and a little feasting, avoided an attack and preserved their good will. Dr. Hill purchased a claim to 640 acres near Albany, and there followed farming and the practice of his profession until 1860, when he moved to Albany, continuing his practice up to 1880. He died December 31, 1890, in his eighty-third year, his wife having passed away in August, 1890, aged eighty-one. They had nine children, all of whom lived to adult years, and six of whom still survive.

William Lair Hill attended the district schools until his nineteenth year, spending his vacations in farm work. In 1857 he entered the McMinnville College, and by teaching school and working on the farm he defrayed the expenses of a three years' course of study. In the spring of 1860 he began reading law under the direction of Judge George H. Williams, of Portland,—ex-Chief Justice of the Territory and afterward Attorney General of the United States,—and in the fall entered his office, and was admitted to the bar December 9, 1861, before the Supreme Court of Oregon. He was soon after appointed clerk in the pay department of the army, and during 1862 and 1863 was engaged in that service, visiting all the posts of Oregon, Washington and Idaho. In the summer of 1863 he entered into the practice of law with Addison C. Gibbs, the war Governor of Oregon. In 1864 he associated himself with a syndicate to run a Republican paper in Portland, called the *Daily Oregon Union*, but after a few months the enterprise was abandoned. In 1864 he was appointed

Judge of Grant county, and held the office for two years. Then he returned to Portland and followed a general practice until 1877. During this time he served four years in the Common Council, and in 1872 assumed the editorial charge of the *Oregonian*, which he continued in addition to his legal duties up to 1877. At that time, broken in health, he went east of the mountains to recuperate, and, after a summer spent in fishing and hunting, he engaged in the practice of law at The Dalles. While there F. P. Mays, a farmer's boy, entered his office as a student, was admitted to the bar in 1880, and is now the United States District Attorney of Oregon. The firm of Hill & Mays existed until 1886. During this period Judge Hill took up the codification and annotation of the Oregon codes, which were adopted by the Legislature as the accepted authority of the State. In 1886 he dissolved partnership with Mr. Mays and went to San Francisco to look after the publication of his work. While there he opened an office in Oakland and enjoyed an extensive practice. In 1889 he came to Seattle to follow his profession. In 1890 he was appointed Code Commissioner of Washington, and prepared a two-volume edition, which shows great wisdom and research. In 1892 he revised his Oregon code, this task also involving a considerable amount of labor.

Education and research have been the fundamental self-imposed duties of Judge Hill's life, and, wherever located, his influence in those directions has been a tower of strength. While at The Dalles he was instrumental in organizing the Wasco Academy, and was President of its Board of Trustees for nine years. He has been a frequent lecturer at colleges and before classes of young men. The young he delights to honor. He is ever happy in guiding their minds and strengthening their purposes.

Judge Hill is a prominent Mason, being a member of the thirty-second degree, Scottish rite, F. & A. M. In politics he has always been an ardent supporter of Republican principles. Reared a Whig, and amidst the influence of slavery, he learned the evils of the custom in early life and insisted that it ought to be abolished, whether constitutional or not. In later years he was less radical, but was always an uncompromising opponent of slavery. He took up the fight before he was twenty-one years of age, and has been active in every campaign since.

The Judge has said of himself: "I have always had too lively an appreciation of the littleness of all human achievements—have seen too clearly 'what shadows we are and what shadows we pursue'—to have much personal ambition." But the testimony of others competent to judge has assigned to him a place amidst the brightest and grandest characters of his time. Senator George H. Williams, of Portland, has declared him unquestionably the ablest lawyer in that State. He would have been marked among scholars, lawyers or statesmen anywhere; in the new world of the Pacific Northwest he is one of a peerless few.

In 1865 Judge Hill was married, at McMinnville, to Julia, daughter of Rev. George C. Chandler, formerly president of the Baptist College at Franklin, Indiana. They have four children: Edward Coke, Reuben Chandler, Margaret and William Lair, Jr. Their oldest son is a promising young lawyer of Seattle.



WILLIAM R. ANDERSON, an old and highly respected pioneer of Clarke county, is the subject of the following biographical sketch: A native of Washington county, Virginia, he was born June 22, 1822, and was reared and educated amid the scenes of his birth. His parents were Jacob and Lucretia (Killinger) Anderson, natives of Virginia, and descendants of old Revolutionary patriots, whose ancestors had been among the colonial settlers of the Republic. William R. is the third of a family of eleven children. In his youth he became accustomed to the hard labor of farm life, but in later life turned his attention to the shoemakers' trade, following this occupation for twelve years. In 1848 he became an employé of the United States Government, and before the end of the year had crossed the plains to Oregon. He first located at a point nine miles below the city of Portland, and did not come to Clarke county until 1855. On the fifth day of November of that year he settled on his present farm, situated three and a half miles north of Vancouver. This tract comprises 163 acres, fifty acres of which are in an advanced state of cultivation, and five acres in an orchard which comprises a general assortment of fruits. The natural resources of the country have ever been an unfailing source of interest and experiment

to Mr. Anderson, and he has verified his faith by his successes. He has been a member of the School Board for a number of years, and in his political opinions voices the sentiments of Democracy.

He was married February 27, 1851, to Miss Sarah J. Sturgess, who was born in the State of New York. They are the parents of fourteen children: Frank; Charles H.; William R., Jr.; Marilla, wife of Edward Gardner; Edward B.; Estella F., wife of Robert Shedd; Lucretia V., wife of George Baxter; George W.; Fannie E., wife of Frederick Pressler, of Vancouver; Asa; Minnie J., wife of George Housch; Nina; Katie A. and Robert E.

The life of Mrs. Anderson has been, in certain respects, an eventful one, and in her reminiscences of the early days on the frontier she is most entertaining in her narrations. She was born near Ballston Springs, New York, September 3, 1837. When she was about two years of age her father, Moses Sturgess, removed to Illinois, where he remained until 1847, when, with his family, he crossed the plains to the Pacific coast. Their equipment included five yoke of oxen and one yoke of cows. By making use of Mrs. Anderson's own words we can most readily recount certain of the incidents and episodes so characteristic of this long, weary journey, typical of all that were made at that early period. She says: "We traveled and traveled, at slow and wearisome pace, until we reached the Missouri river, and I shall never forget the boat on which we crossed, nor the fear we all had of the Indians. At the point where we crossed the Missouri we took our last view of white people, save the members of our own party. So we made our start across the wild plains, infested by the crafty red men. We encountered great herds of buffalo, and would sometimes be compelled to halt the train in order to let them pass. It was about this time that we met our first loss. We camped at night and awoke in the morning to find that forty head of our cattle had disappeared, having been either stampeded by buffalo or run off by the Indians. There were left to us only one cow and a calf, standing with two heavily loaded wagons. After an unavailing search for the animals we waited a day, when another train came along, and from this source we were enabled to secure a yoke of oxen and thus to continue the journey. At Snake river came the fatality which deprived me of my father,

In fording the river on horseback he was drowned in a whirlpool or 'suck,' a Mr. Green, of the party, having met his death in the same way the day previous. A sad-hearted and jaded party was ours, but we finally reached Portland, Oregon, where we lived two months, there being but seven houses in the town at the time. We then removed to Oregon City, and there stayed until spring (1848), when we went to Vancouver and lived there about three years. There were only three American families in the town, the inhabitants being mainly Canadian French, Indians and Kanakas (natives of the Sandwich islands), all being employ  s of the Hudson's Bay Company. I talked so much with the Indians that I forgot a considerable portion of my own language, finally almost abandoning my native tongue for a time. I was married to Mr. Anderson in February, 1851. He was also a pioneer, having crossed the plains in 1849. We lived opposite St. Johns, below Portland, for about two years, then moved down to the mouth of the Willamette, and subsequently located the donation claim where we now live."

Mrs. Anderson gave to the publishers of this volume excellent evidences of her command of the Indian dialects, and only lack of space prevents us from utilizing certain of her transcriptions. An incident worthy of note in this connection is that Mrs. Anderson assisted in sawing the lumber utilized in the construction of the first steamboat that ever plied the Columbia river.



WILLIAM P. BOYD, one of the pioneer and present prominent merchants in the city of Seattle, was born at Belfast, Ireland, in April, 1849. He was educated in the schools of his district, and at the age of fifteen years was apprenticed for four years with the prominent dry-goods firm of John Robb & Company, to be taught the business of a dry-goods merchant. This apprenticeship was without salary, subject even paying thirty pounds for his course of instruction, and supplying his own board, lodging and wearing apparel. Completing his term of service, he remained with the same firm for a short time, then spent six months in a similar store at Lurgan, at the end of which time he came to the United States, to improve the opportunities offered to all ambi-

tious young men. After one week passed in New York city, he crossed the continent to California, arriving in San Francisco in 1868, without a friend upon the Pacific Coast. He soon secured employment as salesman in the dry-goods store of J. W. Davidson & Company, then the finest retail store in the city, and now known as the "White House." After one year he was employed by J. J. O'Brien & Company, and remained two years. He then came to Seattle, under engagement with Schwabacher Brothers, as manager of their dry-goods department. In that capacity he was employed up to 1876, when he organized the co-partnership of Boyd, Poncin & Young, and engaged in the dry-goods and clothing business, with a stock representing an outlay of about \$15,000. During the same year five other similar stores were opened, and competition became very active, but the above firm, being composed of young, practical men, received encouraging patronage, and success was established at the start, while three of the other firms subsequently retired from business. Through the death of Mr. Young in 1878, his interest was bought by Boyd & Poncin, and the firm continued until December, 1883, when Mr. Boyd purchased the Poncin interest, and continued the business under the firm name of W. P. Boyd & Company. He then discontinued the clothing department, and devoted his store to a general stock of dry goods and gentlemen's furnishing goods, carrying an average stock of \$75,000. This business had its original headquarters on what is now Pioneer Square, at about 615 Front street, and at that time this was the only store north of Mill street, now Yesler avenue. Failure was predicted, because the store was so far out of town, which then centered about Commercial and Washington streets. In 1881 the firm paid \$10,500 for the present site, 35 x 130 feet—a price then considered out of all reason as touching the probable increase of real estate values. In 1882, they erected, at a cost of \$20,000, a brick building, 35 x 90 feet, two stories and basement, which was the first brick building on Front street. This they occupied for store purposes up to the great fire of June, 1889, when the entire property was destroyed, at a net loss of about \$85,000. The ruins had barely ceased smoking, when Mr. Boyd had a large force of men cleaning away the debris, and he was the first to commence laying brick in the burned district, thus testifying to his

faith in the future of Seattle. His prompt action aided in establishing the confidence of the depressed citizens of the city. The new building, 35 x 121 feet, four stories and basement, was hastened to completion, and four months and nine days from the date of the fire, Mr. Boyd again opened his doors for business, with largely increased facilities. He is a careful, pains-taking business man, and by zeal, industry and honest methods his efforts have been prospered, and he now stands at the head of one of the finest mercantile houses of the city. He was married at The Dalles, Oregon, in February, 1886, to Miss Anna C. Hinsley, of Illinois. They have two children: Margaret and William P., Jr.

In politics, Mr. Boyd is a Republican in principle, though he acts independently in all local matters. He is no office-seeker, believing that America should be ruled by Americans. He is a stockholder of the National Bank of Commerce, and the Merchants' National Bank, and was one of the organizers of the Seattle Steam Heat and Power Company. He was one of the charter members of the Board of Trade, and one of the founders of the Rainier Hotel, which was purely a philanthropic enterprise, instituted immediately after the fire, to provide for incoming visitors, and to thus establish the confidence of the people in the upbuilding of the city.

Thus is briefly outlined a sketch of one of Seattle's representative citizens, one whose faith in the future of Seattle has ever been unswerving, and who now glories in being a resident of this the "Queen City of the Northwest."

CLINTON MUNSON, M. D., one of the leading representatives of the science of medicine in Tacoma, was born in Cape Girardeau county, Missouri, August 10, 1846, his parents being Asahel and Serena Ann (King) Munson. His father was a Presbyterian minister. His mother was born in St. Louis county, that State, where her parents were early settlers. Both are now deceased.

Clinton Munson was reared at his native place, and received his literary education at Pleasant Hill Academy. At the age of eighteen years he removed to St. Louis, and there began the study of medicine under the instructions of

Dr. Buteau. He matriculated at the Missouri Medical College in 1868. He practiced the treatment of the allopathic school for two years, after which he entered Hahnemann Medical College, Chicago, where he graduated in 1871. He then came to the Pacific coast and until 1876 was located at Gilroy, California, after which he removed to Oakland. From that city he came to Tacoma, in March, 1883, and has ever since been identified with the city. Since March, 1885, he has been associated professionally with Dr. William W. Misner.

Dr. Munson was one of the organizers of the Pierce County Homeopathic Medical Society, and served as its president during the first term of the office; also was one of the organizers of the State Homeopathic Medical Society. He was one of the members of the first Board of Medical Examiners of the State of Washington, and was President of the Board. He is a member of Rainier Lodge, I. O. O. F., Tacoma, and of Oak Leaf Lodge, A. O. U. W., Oakland, California.

Dr. Munson was married in Alameda county, California, February 20, 1873, to Miss Abitha Dyer, a native of the State of Maine. They have two children, Gertrude and Herrick.

JOHNN JOHNSTON, of the law firm of Buck, Johnston & Brown, Spokane, Washington, was born at Glasgow, Scotland, March 14, 1850. His parents, John and Catherine (Biem) Johnston, were natives of Ireland and were of Scotch descent. When he was three years old his parents came to America and located in Prescott county, Canada, where they made their home eight years. In the spring of 1861 they went to Illinois and settled on a farm in the vicinity of Lincoln, that State. There the subject of our sketch grew to manhood. He took a classical course at the Lincoln University, graduating with the class of 1877, and then entered the law department of Harvard College, Massachusetts. From Harvard he was called home, a few months later, by the illness and subsequent death of his father. Then, instead of returning to college, he entered the office of Beach & Hodnett, under whose instructions he continued to study law for two years. From 1879 to 1882 he served as Treasurer of Aetna township, and at the same time was Justice of

the Peace of that township. In the spring of 1882 he was admitted to the bar by the Supreme Court, at Springfield, Illinois, and immediately began the practice of his profession at Lincoln. While a resident of Illinois Mr. Johnston took a prominent and active part in political affairs, especially during the campaign of 1884. He is a member of the Methodist Episcopal Church, and for three years was engaged in the ministry; also taking an active part in the work of the Young Men's Christian Association.

Mr. Johnston was married in 1878, to Miss Dora Foster, a native of Vermont, and they have two children: Emma Alice and Walter Foster, aged twelve and two years, respectively.

In April, 1888, Mr. Johnston came with his family to Spokane, Washington, and at once opened an office and engaged in the practice of his profession. He associated himself with James R. Dabner, under the firm name of Johnston & Dabner. This partnership was dissolved in the spring of 1892, and the present firm of Buck, Johnston & Brown was formed. Mr. Johnston has thoroughly identified himself with the best interests of Spokane. He was prominently mentioned as candidate for Prosecuting Attorney by the Republicans of Spokane, and ran second in the convention, polling 87 votes out of 198.

Socially, he is a member of the Masonic fraternity, being ex-Master of Logan Lodge, No. 480, of Lincoln, Illinois, where he formerly resided.



REBUBEN CROWDER, an old settler of Washington, and a well-known farmer and prominent citizen, residing near Bucoda, was born in Sangamon county, Illinois, near Springfield, on November 12, 1829. His parents, Reuben and Nancy (Martin) Crowder, were natives of Kentucky and North Carolina respectively, and had twelve children, of whom three are now (1893) living. They were among the first settlers of Illinois, to which State they removed from Kentucky in an early day, when the country was new and wild and had few inhabitants. They homesteaded a farm, on which they resided until the father's death, the old homestead being now owned by one of the children.

The subject of this sketch resided at home and worked on the farm during his youth until

he became old enough to learn the chair-manufacturing business, which he continued to follow for a few years. Having in the meantime heard of the opportunities afforded in the extreme Northwest to young men of energy and determination, he finally decided to cast his fortunes with that far-away country. Accordingly, April 5, 1847, we see him starting from Springfield, Illinois, in the usual primitive style of the day; bound across the plains for Dallas, in Polk county, Oregon. On arriving at that point, in October of the same year he accompanied James Watson across the plains and settled in King's valley, Oregon. Just beyond the Dalles they met and camped one night with Dr. Whitman, who was on his way to his mission on the Walla Walla river, at the junction of Mill creek, and it was only a short time afterward that Dr. Whitman, his wife and eleven others were massacred by the Indians, which event marked the beginning of the Cayuse war. On leaving the Dalles, Mr. Crowder crossed the mountains on Barlow's route, which he was advised to take by Dr. Whitman, who was well acquainted with the Northwestern territory, and he finally arrived safely in the Willamette valley.

On New Year's day, after Mr. Crowder's arrival in Oregon, he heard of the Whitman massacre, and forthwith volunteered under Captain H. J. G. Maxen, taking an active part for six months in the Cayuse war. At the end of that time, in June, 1848, he returned to the Willamette valley and was variously occupied until the spring of 1849, at which time he started for the gold fields of El Dorado county, California. After working eighteen months in the mines, he once more returned to Polk county, Oregon, and took a claim of 320 acres on unsurveyed land. He resided on this from 1851 to 1853, when he sold out. He had never notified the Government of his settlement, as there were no land offices or places where such a notification could be given. After disposing of his land, he came, in 1853, to Olympia, Washington Territory, from which point he proceeded to the southern part of Thurston county, where he took a claim of 320 acres, situated a mile and a half from the present site of Bucoda. He has ever since resided here, except during the Indian war, when he volunteered in Company B, serving three months under Captain Gilmore Hayes, First Lieutenant G. Hurd, Second Lieutenant William Martin, and Orderly Sergeant Joseph Gibson.

Their first battle was on White river, and lasted all day, with the loss of one man. A second skirmish occurred on Green river, where Andrew Byrd was wounded; and the third and last engagement took place at South prairie, on the Puyallup river, where the company had five men wounded, only one of them dying. After a few other minor events, the company returned home, in 1856.

Reuben Crowder returned to his farm and engaged in its cultivation, also working at various times at carpentry in Olympia. So greatly have his industrious efforts been rewarded that he is now financially well situated, with valuable property and every prospect for future prosperity. A few years ago he took an extensive trip East, visiting the old homestead, his birthplace, after forty years' absence.

March 10, 1881, Mr. Crowder was married to Eliza A. Wilkenson, daughter of James and Jane (Druce) Wilkenson, English people of ability and worth. Mr. and Mrs. Crowder have an adopted daughter, their only child having died.

In the enjoyment of financial prosperity and surrounded by an interesting family and many friends, Mr. Crowder has at last attained the reward of honest and intelligent effort, and may truly be said to have gained the highest success.



WILLIAM D. CLOSE, Deputy Sheriff of Cowlitz county, Washington, is a native of Mason county, Illinois, born September 11, 1845, a son of John G. and Mary (Mounts) Close, natives of Kentucky and Tennessee respectively. John G. Close was one of the early settlers of Mason county, Illinois, and erected a mill on Crane creek, the mud-sills of which still remain on the original site.

Until William D. had attained his majority he remained on the old homestead; he was then married and removed to Missouri, locating near Carrollton, in 1868; there he was engaged in agricultural pursuits until 1880, when he determined to remove to the Pacific coast. Carrying out this plan he arrived in Kalama, Cowlitz county, Washington, October 28, 1880, and located on a tract of land near Kalama, which he had purchased previous to his removal. He stocked this ranch, consisting of 200 acres, with cattle, and did a general farming business; he also operated a fish-trap, which he had bought

with the place, that proved a profitable investment, the catch netting from \$5 to \$72 a day.

In August, 1881, he opened a store at Carroll's Point, was Postmaster there, and carried on a mercantile trade there until April, 1882, when he sold out the business and returned to his ranch. In February, 1883, he was appointed County Treasurer, and served in this capacity with marked efficiency for one year and eleven months. When he came to Kalama to assume the duties of this office there was but one store in the place. He formed a partnership with C. E. Forsyth, and they erected a building and placed on sale a general stock of merchandise. At the end of the year they disposed of the business, and Mr. Close went to his ranch. He devoted himself to agriculture until May, 1887, when he completed the purchase of the Cowlitz Advocate, and conducted the publication of this periodical at Kalama until October, 1888, afterward furnishing as a hotel the building in which the Advocate had been published. He managed this hostelry until September 8, 1889, when he vacated, having sold the property a month previous to this date. Since that time he has been engaged in the real-estate, loan and insurance business. He was one of the prime movers in incorporating the town of Kalama; was elected one of its first Board of Aldermen, and re-elected, but resigned before the end of the second term. He has been president of the Kalama Board of Trade since its organization in 1890. In January, 1893, he was appointed Deputy Sheriff of Cowlitz county, under Sheriff A. L. Watson.

Mr. Close is a member of Kalama Lodge, No. 17, A. F. & A. M.; he has been Financier of Kalama Lodge, No. 42, A. O. U. W., since its organization; he was a charter member of McPherson Post, No. 12, G. A. R., and for many years was its Commander; he was the first Quartermaster, and is now Officer of the Day. He was one of the prime movers and organizers in the incorporated company that erected the G. A. R. Hall at Kalama; was elected its first president, and is still president, having served three terms. He is a member of the Comrades of the Battlefield, and is Recruiting Officer of this body.

In this connection an outline of the military career of our subject will be given: Mr. Close enlisted in the United States service, July 4, 1862, at Bath, Mason county, Illinois; at Peoria, Illinois, August 1, he was assigned to Com-

pany D, Eighty-fifth Illinois Volunteer Infantry, and proceeded to Louisville, Kentucky. The first engagement in which he participated was at Perryville, under General Phil. H. Sheridan; he fought all through Tennessee under General George H. Thomas, and was with that valiant officer at Chickamauga and Missionary Ridge, as well as in the campaign from Ringgold, Georgia, to Atlanta. In the taking of Atlanta he was wounded and sent to the hospital; he was afterward removed to Nashville, and later to Louisville, where he lay until May 16, 1865. He was then honorably discharged, and returned to his home in Mason county, Illinois. During his term of service he had participated in nineteen general engagements, and from the time of his enlistment until he was disabled before Atlanta he was in the thickest of the fight, although only a youth of sixteen years when he offered his life to his country. When a mere lad he had become very proficient in the handling of fire-arms, and while in the army was often called upon to act as sharpshooter. Since coming to this State he has performed many feats of marksmanship, but, thanks to our advance in civilization, his arm is no more lifted against his fellow-man.

Mr. Close was married at Havana, Illinois, March 6, 1867, to Miss Frances J. O'Neal, of Mason county, Illinois. They have had born to them a family of ten children, eight of whom survive: Hardin W., Fred, Lena M. (wife of James Hughes), Edward, Lulu F., Nellie, Winnie and Ivy; Millard F. died at the age of fourteen years, and Edna passed away at the age of six years.

W F. HAYS, attorney of Seattle, was born in Tippecanoe county, Indiana, February 20, 1853. His father, Cormican Hays, and his mother, Harriet (Bowen) Hays, were natives of Ohio, and both, early in life, moved therefrom to the State of Indiana, where they were afterward married, in Tippecanoe county. They continued to reside there for about ten years, within which time William F. was born. They then removed with their family to White county, near Brookston, where his father acquired large landed interests and engaged extensively in the stock business.

The early education of William F. was conducted at Brookston Academy, and in 1872 he

entered the Asbury University, taking a classical course, and continuing until the sophomore year. He had acquired an extensive knowledge of the stock business, and had in the meantime engaged extensively in the trade on his own account, having made a great many shipments of cattle to New York city, his first venture in that line being while he was yet under the age of seventeen years. It was with his own money and energy that he acquired his collegiate education, his father having failed in business and become greatly involved during the financial panic of 1873.

In 1875 William F. began operations on the Chicago Board of Trade, in the wheat deal, where he made considerable money, and in the fall of 1875 he went to California for the purpose of examining a gold mine for a syndicate of capitalists, with a view to purchase; but having made his examination reported unfavorably on the proposition of purchase. In the winter of 1875-'76 he, with a number of other gentlemen, organized a corporation, capitalized at \$3,000,000, and known as the Union Commercial Company. The object of the corporation was to reduce rates of freight and transportation by a combination of shippers and commercial men. He continued in the organization and devoted much time to perfecting the plans of the corporation, being one of its directors, and having expended in its interest a good many thousands of dollars. Owing to the Centennial exposition, the plans of the association were found to be impracticable at that time, as it proved impossible to form with the railroad companies the combination desired and to obtain the necessary concessions from such source. Further, a few of the directors of the association saw fit to dispose of their stock, and thereby relinquish their personal efforts and assistance in the enterprise, so that the venture proved a losing one to him. He then, in the fall of 1876, after visiting the Centennial exposition, went to the State of Texas, under a contract with some Pittsburg capitalists, for the purchase and sale of 150,000 acres of land. After arranging for the purchase of the lands, and taking all the necessary steps for the consummation of the deal, he was advised by the Pittsburg capitalists that they were unable to carry out the contract for want of money. In the meantime, he had entered into a contract and purchase from the Olive Brothers of 26,000 head of cattle, representing many different breeds. The price to be paid was

\$73,000, being less than \$3 per head. Their reason for selling so cheaply was on account of their having become involved in personal encounter with their neighbors, in which altercation one of the Olive brothers and a brother-in-law were killed, as well as several of the other faction. It consequently became dangerous for them to go on the plains to gather their cattle. He made every arrangement and preparation for gathering his cattle in the spring and completing the entire payment of purchase money therefor, having arranged for the money and made a tender thereof to the Olives. But the value of cattle having advanced very rapidly in Texas that year, at the time of the delivery the cattle were worth more than double what they were on the day of purchase, and the Olives refused to meet their contract, the enforcement of which necessitated a lawsuit, preparation for which he had made, and had notified his father of the fact that he was going to enforce the contract by litigation. His father went down to Texas, and, after inquiring into the character and nature of the men with whom the deal was made, and at the earnest advice of local attorneys, he thought it was dangerous for any man to have a personal controversy with these men, and after a great deal of persuasion induced William F. to abandon the suit and return to Indiana and take up the study of the law, in which profession he had been educated. He read law with Colonel R. P. DeHart, for a time at Lafayette, Indiana, and under the instructions of Colonel John A. Stein, for a little over one year, and was admitted to the bar, and, in the fall of 1878, entered the law department of the University of Michigan, at which he graduated in 1879. He immediately returned to Indiana and opened a law office in Lafayette, and was shortly afterward nominated by the Democratic party to the office of Prosecuting Attorney of Tippecanoe county. In the fall of 1880, the year when Dorsey "soaped the State," he was defeated in his election by a slender majority, having run over seven hundred ahead of his ticket in the county. He continued the practice until 1881, when he removed to Chicago, where he remained four years, giving his time mostly to speculations, such as the organization and operation of live-stock companies, one in Montana and one in Colorado, and occasional deals on the Board of Trade. Within these years and out of these several deals he had accumulated several thousand dollars, the most

of which he invested in corn, in the fall and winter of 1883-'84, entering in what was known as the Truman B. Hardy corn deal, in which deal William F. had over \$42,000. Owing to his personal friendship for Mr. Hardy, he would not take in his profits, but carried his deal to assist Mr. Hardy in successfully running the corner, which, however, proved unavailing, although in that deal corn was advanced to over \$1 a bushel, and Mr. Hardy had purchased train-load after train-load and paid cash therefor.

Within two days of settlement, his finances gave out, and as a consequence he failed and the corner failed, leaving Hardy a bankrupt and losing W. F. all of his invested capital. Although financially greatly crippled, with his usual courage, he organized what is known as the Capital Accident Insurance Company, of Springfield, Illinois, with John M. Palmer as president and himself as the general manager and counselor. He continued in the management of the affairs of said corporation until 1889. In the meantime he met Miss Katherine Gould, the daughter of Mr. and Mrs. N. B. Gould, of Cambridge, Illinois, and on April 29, 1889, William F. Hays and Katherine Gould were quietly united in marriage at the residence of her parents, the Rev. D. P. Garrett, present rector of St. Mark's Episcopal Church, of Seattle, officiating. The marriage was the greatest surprise to the relatives and friends of the contracting parties, as Miss Gould was never suspected by any of her friends or relations as having the slightest idea of marriage. William F. was also supposed to be fixed upon "single blessedness." Shortly after his marriage, and after a pleasant bridal tour, he disposed of a portion of his interest in the insurance business, at Springfield, Illinois, and with his bride removed to Washington, with the intention of making it his permanent residence. He located at Port Townsend, engaging in the law practice in 1889, having succeeded, at that place, the law firm of Bradshaw & Sachs, Mr. Bradshaw having been appointed Collector of United States Customs, and Mr. Sachs having been elected Judge of the Superior Court. He continued to practice his profession with marked success, having been engaged in almost every important case in that court until July, 1892, when he removed to the city of Seattle, and there continued the practice of his profession. The first case which he had in this city was the celebrated breach-of-promise suit, Bellanger vs. Craswell, he being the attor-

ney for the plaintiff.. After a bitter fight he secured for the plaintiff a verdict of \$10,000. He has recently formed a co-partnership with William E. Humphrey, also a native of Indiana, born near Crawfordsville, and a graduate of Wabash College. He formerly engaged in law practice in partnership with Hon. Michael D. White.

Mr. and Mrs. Hays have one child, Katherine Gould Hays, now (1893) two and one-half years old.

Mr. Hays has acquired considerable real estate since coming to Washington. He is a member of no fraternal society, and has declined every proffered political preferment, considering the work of his profession as the highest of all honors.



ALBERT BRAUN, vice-president of the Seattle Brewing and Malting Company, was born at Dusseldorf, on the Rhine, Germany, in February, 1863. He was educated in the schools of Germany and then traveled quite extensively through the European countries. His business career began under the direction of his father, who was an extensive manufacturer of preserved fruits, vegetables, meats and fancy canned goods, and was continued in the same industry, in partnership with his brother at Mainz, on the Rhine.

In 1888 Mr. Braun sold his interest and came to the United States and, upon the advice of Adolphus Busch, president of the Anheuser-Busch Association, of St. Louis, Missouri, he entered the brewery of Peter Doelger, of New York, and learned the practical workings of the business, completing his instruction in the details at the Anheuser-Busch brewery in St. Louis.

In 1889 Mr. Braun made a trip through the Northwest, and, after a short visit in Seattle, he was so favorably impressed with the people and location of the city that he decided upon the city as a location for future settlement. He then returned to St. Louis and continued his studies of the brewery business up to March 1, 1890, when he again visited Seattle and at once engaged in the organization of the Albert Braun Brewing Association, which was incorporated with a capital of \$250,000, he being duly elected president and general manager. The brewery was erected six miles south of

Seattle, very complete in all its appointments, with a capacity of 70,000 barrels per year, the product finding a ready market in Washington, Oregon, Idaho and British Columbia. Continuing up to 1893, the Albert Braun Brewing Association was consolidated with the Bay View Brewing Company and the Clauson-Sweeney Brewing Company, and incorporated as the Seattle Brewing and Malting Company, with capital stock of \$1,000,000. The affairs of the new association were conducted by the managers of the old breweries, the official corps being: Andrew Hemrich, President; Albert Braun, Vice-President; Edward F. Sweeney, Secretary; and Fred Kirschner, Treasurer.

The company expects to develop brewing and malting into one of the leading interests of the city of Seattle, and as their product has competed successfully with the best Eastern brands there is little doubt of an auspicious future.

Mr. Braun is also interested in various other enterprises of the city and he has perfect faith and confidence in the future of Seattle and the Sound districts.



DR. JAMES PARKER, medical practitioner in the city of Seattle, was born in the county of Leeds, Province of Ontario, Canada, in March, 1844. His parents were from Ireland, emigrating to Canada about 1823 and were among the pioneer settlers of the county of Leeds, where Mr. Parker followed an agricultural life. Nine children were born to them, eight sons and one daughter.

The subject of this record was educated in the common and high schools of his native county, with a finishing course at the Upper Canada College, at Toronto, where he received his literary degree. He then began teaching school in the county of Wellington and continued to be thus occupied for six school years, passing his vacations at home and employing his idle moments in the study of medicine. In October, 1868, he entered the medical department of Victoria University at Toronto and graduated there in 1872. The same year he received a degree from the medical department of Trinity University and a certificate of practice from the College of Physicians and Surgeons. He then commenced practice at Toledo, county of Leeds, and there remained seven years, then

removed to Westport, same county and followed a general practice up to 1890. He was married at Toledo, in February, 1873, to Miss Amelia Bell, who died, at Westport, without issue, in February, 1888. After the death of Mrs. Parker, the Doctor went to New York city and took a post-graduate course at the Polyclinic College, then returned to his practice and was again married, at Brighton, in 1889, to Miss Caroline A. Flindall, native of the county of Northumberland.

In the spring of 1890 the Doctor closed his business and removed to Seattle, where he has since followed his profession, giving particular attention to diseases of the eye, ear and throat and diseases of women. In the fall of 1892 he again visited New York, and took a past graduate course with reference to the practice of the above specialties.

Mr. and Mrs. Parker have one child, Kathleen Edna Eudora.

The Doctor owns valuable residence property at North Seattle, Green Lake and an unimproved tract of eighty acres at Slaughter, but devotes all his time and energies to the furtherance of his profession and the demands of a broad and lucrative practice.



HON. W. B. KELLEY, of Sumner, Washington, was born near Winchester, Bedford county, Tennessee, January 29, 1839, third in a family of fourteen children. Of this large family only four are now living.

Nathan T. Kelley, the father of our subject, was born October 17, 1814, and February 8, 1835, was united in marriage to Elizabeth G. Turman. In 1844 they moved to Perry county, Illinois, where he was engaged in farming, and where for several years he also served as County Clerk. In 1861 he removed to Franklin county, that State, and turned his attention to mercantile pursuits, continuing there until March 28, 1864. At that time he started across the plains for the far West, in company with Dudley McCann, G. W. Parish, William Farlow and M. Hicks. Mr. McCann is now a resident of Clarke county, Washington, and the other three are living in Oregon. When they started out on this overland journey their train was composed of six wagons, but from time to time they were joined by other parties, and when they were

traveling through the Indian countries their train sometimes numbered as many as 125 wagons. They, however, were not molested by the Indians, although they were within sight of one battle in the Platte river valley. They arrived at Puyallup valley in the fall of 1864, after being seven months and three days en route. Nathan T. Kelley took a homestead near Connell's prairie, where he lived until the time of his death in 1877. He served three terms in the Territorial Legislature of Washington.

William B. Kelley's boyhood days were spent in Illinois, attending the public schools in winter and working on his father's farm in the summer seasons. He was a student at McKendree College during the winter term of 1858-'59, at Lebanon, Illinois, afterward teaching in Jefferson and Franklin counties. November 21, 1862, he was elected Clerk of Franklin county, his certificate of election bearing the names of Richard Yates, Governor of Illinois, and O. M. Hatch, Secretary of State. He resigned said office in March, 1864, to accompany his parents across the plains to Washington.

Mr. Kelley was married in Illinois, in 1861, to Mary M. Williams, who was born in Jefferson county, that State, February 28, 1843, daughter of Henry M. and Judith (Boyles) Williams. Her parents were both born in the year 1823, her father being a native of Kentucky and her mother of Ohio. Mr. and Mrs. Kelley have four children living.

William B. Kelley came to Washington with his father, and upon his arrival here camped on the donation claim of Van Ogle, remaining on it during the winter. In the meantime he pre-empted 160 acres of land in section 34, township 20 north, range 5 east, Pierce county, and at once went to work to build a road to his land and to erect a log cabin. In 1865, his cabin completed, he moved into it and lived there until the following spring. His supplies and money being exhausted, he then went to Thurston county and taught school during the summer and worked in a logging camp in the winter. In the spring of 1867 he came back to his cabin and resumed the clearing and improving of his land. In 1875 he was elected a member of the Territorial Legislature of Washington, and re-elected in 1877, and served two terms, and in 1879 he moved to eastern Washington and engaged in mining one year. Again returning to his claim in the fall of 1879, he was soon afterward elected Auditor of Pierce county.

This necessitated his removal to Tacoma. His efficient services in this office were appreciated and he was consecutively elected for two more terms, serving in all six years. Again he retired to his farm. Here he has since lived, giving his attention to its cultivation and improvement.

Mr. Kelley is a member of the Masonic order, blue lodge No. 22; Tacoma Chapter, No. 4, R. A. M.; Ivanhoe Commandery, No. 4, K. T., and Affi Temple, A. A. O. N. M. S. Few men in this part of Washington are better known than Hon. W. B. Kelley, and few, if any, are held in higher esteem than he.

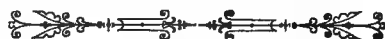


ISAAC NEWLAND, a well-known farmer and pioneer of Klickitat county, was born in Boone county, Missouri, in March, 1831, a son of George and Tallathie (Turner) Newland, natives of Madison county, Kentucky. The father, a farmer by occupation, died in Missouri April 14, 1849, the mother having departed this life when our subject was quite young. They had three children, two sons and one daughter, and one son and daughter still reside in Missouri.

Isaac Newland, the second child in order of birth, spent his early life in his native county. He afterward removed to Audrain county, Missouri, and in 1877 brought his family to Klickitat county, Washington. In the following year he moved to his present farm of 200 acres, located six miles west of Goldendale, all of which is well improved. Mr. Newland is engaged in general farming and stock-raising, and also has a good orchard of many kinds of fruit.

He was married in Audrain county, Missouri, March 20, 1856, to Miss Z. T. Mayes, a native of Boone county, that State, and a daughter of D. D. and Mary Ann (Barnes) Mayes, natives of Missouri and Virginia, respectively. In 1864, via Fort Laramie and Fort Hall, the parents crossed the plains to Grande Ronde valley, Oregon. They came in a company of fifteen wagons, and Mr. Mayes died on the road, the trip being otherwise successful. The family subsequently removed to the Willamette valley, near Salem, where they purchased ninety acres of land and engaged in farming and stock-raising. Mr. and Mrs. Newland have five children, viz.; Elizabeth, now Mrs. Hanse; Thomas J., a

physician of Ellensburg; William R., of Seattle; Mary D., now Mrs. Spalding; and Nannie W., wife of a Mr. Landcaster. Politically, Mr. Newland votes with the Democratic party, and has always taken an active interest in county and school affairs.



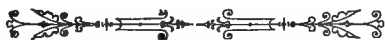
WILLIAM E. WILSON was born in St. Lawrence county, New York, January 28, 1844. His parents, John C. and Jane (Mitchell) Wilson, were natives of Ireland and Scotland respectively, but came to the United States in childhood, and located with their parents in St. Lawrence county. William E. attended the schools of his native county up to the breaking out of the war, when, though but a lad of seventeen years, he enlisted, on April 18, 1861, in Company B, Sixteenth New York Infantry. The regiment was sent to the front and joined the Sixth Army Corps, under General W. B. Franklin, and took part in the first battle of Bull Run and the succeeding engagements of the Army of the Potomac. Upon the expiration of his two years' term of enlistment, Mr. Wilson re-enlisted in the Thirteenth New York Heavy Artillery, which, joining the Third Battalion, was transferred to General Charles K. Graham's Naval Brigade. Mr. Wilson was commissioned Lieutenant, securing that rank by gradual promotion for bravery and efficient service upon the field. His naval service was upon the United States steamers "Foster" and "Parks," cruising the coast and through Albemarle Sound and James river. Serving through the war, he was at the grand review at Washington, and was then mustered out and discharged at Hart's island, New York, on July 11, 1865. He then located at Algona, Iowa; built a hotel and operated it one year, then pushed westward, and, at Helena, Montana, conducted a grocery business up to September, 1867, when the severity of the climate induced him to come to Oregon. At Salem he secured employment in a general merchandise store, and subsequently started an independent business.

He was married, in 1868, to Miss Sudie F., native of Salem and only daughter of Dr. William Warren, one of Oregon's respected pioneers. Continuing his business up to July, 1870, Mr. Wilson then sold and removed to Seattle, and engaged as master mechanic with

the Seattle Coal & Transportation Company, subsequently becoming superintendent of their mines. He continued in their employ for five years, and then engaged in contracting and building, having become qualified for that occupation in his youth. To facilitate his business, he started, in the spring of 1888, a sash and door factory at the foot of Seneca street. The plant was destroyed in the fire of June following. He then helped organize the Rainier Manufacturing Company, whose plant was located at the foot of Mercer street, and after one year of successful work was again burned out with heavy loss. He again entered the milling business, which he continued until the spring of 1892, when, owing to depression of business, he accepted the position of Superintendent of the water works of Seattle, having been appointed by the Board of Public Works.

The city purchased the Spring Hill plant in November, 1890, and the plant of the Lake Union Water Company in September, 1891. The chief supply is Lake Washington, the water being pumped to reservoirs on Beacon and Queen Ann hills. A large pumping station is established on the border of the lake, with improved facilities and a pumping capacity of 11,000,000 gallons daily, the equipment being supplemented by other pumping stations for raising water to the higher elevations. The system embraces ninety-two miles of pipe, with a daily consumption of 6,200,000 gallons of water, and a monthly revenue to the city of \$12,000.

Mr. and Mrs. Wilson have two children, Clara C. and Charles D. Socially, Mr. Wilson affiliates with Stevens Post, No. 1, G. A. R., and the K. of P.,—being Past Commander and Past Chancellor Commander of the respective bodies.



CAPT. ZEPHANIAH J. HATCH, resident of Olympia, and proprietor of the steamboat Monticello, was born in Monticello, Sullivan county, New York, June 15, 1846. His father, Cornelius Hatch, was a native of New Bedford, Connecticut, was reared upon the farm, sailed a short period upon the deep sea, then, returning, removed with his parents to Sullivan county, New York, with the pioneer settlement of that country. He engaged

in farming and was subsequently married to Jane Trowbridge, a native of Westchester county, New York, her parents being also among the pioneers of Sullivan county. Seven children were born to this union, four of whom reached maturity, and they, with the parents, are still living.

The subject of this sketch was reared upon the farm and attended the public schools and academy of Monticello during the winter months, continuing his studies at home with his father, who was a highly educated man. At the age of twenty-one years our subject was engaged as principal of the public schools of Ellenville, and taught until 1870, when he engaged as bookkeeper of the First National Bank and later as assistant cashier, remaining until August, 1872. He then resigned and removed to Portland, Oregon. Shortly after arrival he was engaged in the engineering department of the Northern Pacific Railroad, was then employed at Kalama, but after a few weeks the work stopped and Mr. Hatch returned to Portland and to the occupation of bookkeeping. In June, 1873, he moved to "Old-town," Tacoma, and became bookkeeper and paymaster of the Tacoma Land Company, who were clearing and grading for the new town. With the failure of Jay Cooke, in 1874, general business became very dull and Mr. Hatch resigned, as his nature was too active to indulge idleness. He then started for the mines at Virginia City, but at Portland fell in with Captain U. B. Scott, S. H. Brown, and L. B. Seeley, who had just built the steamer, Ohio, to run on the Willamette river between Portland and Eugene; and they engaged Mr. Hatch to act as clerk on the boat, which was 140 feet long, 25 feet beam, and flat bottom, drawing but one foot of water, being the first light-draft boat on the river. During the absence of Mr. Brown, our subject managed the boat, until May, 1875, then resigned, but shortly afterward associated himself with Scott, Brown, Seeley and M. S. Burrall, and organized the U. B. Scott Steamboat Company, each owning one-fifth interest. They built the City of Salem, improving upon the plans of the Ohio and ran the boats in conjunction over the same route. As purser Mr. Hatch was engaged on the City of Salem until May, 1876. He then acted as agent of the company at Portland, occupying the Pacific wharf and warehouses. In 1878 he personally leased the dock and warehouses, conducting a general wharfage business

and continuing as agent of the above company until 1879, when he sold his interests and engaged exclusively in the handling of wheat. During the first winter he furnished all or a part of the cargoes for thirty-three ships. He also built the steamboat A. A. McCully, and ran her upon the river in connection with his extensive wheat interests. During the great flood of January, 1880, he was caught with over 7,000 tons of wheat in his several warehouses. Much of this supply was destroyed and Captain Hatch retired from the wheat business. He then ran the steamer McCully very successfully, and in 1881 built the steamship Yaquina to run from Portland to the coast cities of Oregon and Washington and the ports of Puget Sound. With the depression of 1881-'82 the Captain laid off the Yaquina and in February, 1882, he returned to Monticello, New York, and on March 15 was married to Miss Adeline Tremain, of that city. Returning to Portland, the Captain's life was filled with disaster, first by the burning of the Yaquina, then by the burning of the warehouse, both resulting in heavy loss. The steamboat McCully was his safeguard and brought him out of every financial strait. To her he once more returned, but even she was doomed, as in his efforts to take her over the cascades, in the spring of 1885, she caught fire in the locks, and was totally destroyed. The Captain then ran the Albina warehouse for J. B. Montgomery until the fall of 1886, then, in partnership with Frank E. Smith bought the steamboat Fleetwood, brought her to Puget Sound and operated between Olympia and Seattle. In 1890 the Columbia River and Puget Sound Navigation Company was organized, being a consolidation of the interests of the steamboats Fleetwood, Bailey Gatzert, Telephone, City of Frankfort and the Flyer. Captain Hatch took charge of the Bailey Gatzert until October, 1890, when he sold his interest and retired from the company. He then began building the propeller, Monticello, which is 126 feet long, eighteen-foot beam and nine feet depth of hold. She was launched on the 25th of April, 1891, and on November 1st following she began regular trips, over the route from Seattle to Port Townsend and Port Angeles, carrying both passengers and freight. Through his ability, courtesy, and careful attention to details, the Captain has made many friends and a host of patrons, until his line has become one of the most popular on the Sound.

Mr. and Mrs. Hatch have five children: Allen T., Louise T., William, Ferry and Adeline. Socially the Captain affiliates with the F. & A. M., and is a charter member of Seattle Harbor Lodge, Pilot Association.



HE. STUMER, one of the enterprising young business men of Seattle, was born in Stockholm, Sweden, in February, 1860, the first born in a family of five children. His school privileges were embraced between his fifth and tenth years, and he then began self-support in the capacity of errand boy at a grocery store. In 1873, with his parents, he emigrated to the United States, and located at Jersey City, New Jersey, where his father died in 1875. Our subject remained with his mother and four sisters and aided in their support by such work as he was able to perform, first as errand boy in a grocery store and later in the press department of the Britt lithographic establishment in New York city, where he learned the duties of a pressman, and continued in that line of work up to 1880, when he came to the Territory of Washington. He first located at Olympia, where he was variously employed up to 1886. He then came to Seattle and in the spring of 1887 engaged in the laundry business with the Puget Sound Laundry. He sold his interest in July of the same year and upon August 1st established the Cascade Laundry, employing five hands to do the laundry work, and personally driving his own team. His business increased so rapidly that from the profits he was soon able to secure suitable machinery; the number of hands were increased to twenty and three wagons were used on delivery. His place was destroyed by fire in the summer of 1888, and through a technicality he lost all his insurance. He then started anew by building his factory on Lake Union, where he continued the business up to March, 1889, then organized the Cascade Steam Laundry Company, with a capital stock of \$20,000, and continuing as manager of the enterprise. After one year Mr. C. P. Stone became associated with Mr. Stumer and in co-partnership they leased the plant from the above company and are continuing the business very successfully, Mr. Stumer having sole management. They now employ an average of forty hands and six wagons are utilized upon

the road. The factory is equipped with the latest improved machinery, and lighted by electricity from their own dynamo.

Mr. Stumer was married in Seattle, in 1888, to Miss Carrie J. Megaard, who died in October, 1892, leaving no issue. Socially Mr. Stumer affiliates with the I. O. O. F. and K. of P.



LARS ANDREW WOLD has been prominently identified with the development of the agricultural resources of the Puget Sound country since 1867, when he became a citizen of the State of Washington. He was born among the pine-clad hills of Norway, December 1, 1832, a son of Andrew and Barbara D. Wold. At the age of twenty-two years he emigrated to the United States, and after landing continued his journey to Chicago. He remained in the city but a short time, and then secured work a little distance out, remaining there a year. Thence he went to Wisconsin, and at the end of two years came to the Pacific coast, arriving in San Francisco in the month of August, 1867. He came on to Washington, and after making some observations purchased his present ranch, in partnership with his two brothers and Jacob Jones. As soon as he was able he bought the interest of Mr. Jones, and afterward that of his brothers, and he also located an adjoining tract of 160 acres, securing the title under the pre-emption laws. Later he sold forty acres, retaining 280 acres.

Mr. Wold built the first scow used on the lake. This craft was rowed on the lake and pushed through the slough with poles, ten days being required to make the trip to Seattle and return, a distance of twenty miles. His is the oldest hop ranch in King county, and in the early days the product was transported to market on the scow. After the completion of the narrow-gauge road, New Castle became the shipping point, and Mr. Wold now has his own store-house and a side-track leading to it. In the early days of hop-growing the Wold brothers had many trying experiences with hired labor, and wearied beyond the point of endurance with Indians, and with whites as well, they determined to try the experiment of bringing in Chinamen to do their picking. Twelve or fifteen were secured as a beginning, and soon after their arrival they were attacked by the

men they had displaced, nearly all being killed! Indians were much more efficient as pickers than the whites, as the latter usually went home at night, while the Indians camped on the ground, and so were always ready to resume work after an interruption by rain.

Mr. Wold was united in marriage, April 27, 1884, to Henrietta Walter, a native of Denmark, and to them four children have been born: Andrew, Mary, Ludwig and Sena. Mr. Wold has done the part of a pioneer nobly, and it is to such sturdy sons of the European nations that the United States is indebted for much of the rapid progress she has made as one of the leading commercial and agricultural countries of the world.



ALFRED J. CLODE, superintendent and general manager of Washington's poor farm, was born at a place called Slough, near London, England, May 7, 1846, and is a nephew of Sir William Clode, a member of her Britannic Majesty's Privy Council. When he was three years old his parents moved to Adelaide, Australia, where Alfred J. was reared and where he remained until 1873. He was educated there, for some time worked on a farm, and was afterward part owner and editor of a newspaper. In 1873 he went to Nagasaka, South Japan, where he engaged in newspaper business. Two years later he moved to Yokohama, where he was assistant editor of the Japan Gazette, a large and influential paper, for seven years, also serving as Government reporter during that time, making reports as to the nature of crops, etc. His health becoming poor, he was forced on that account to give up his position there, and in February, 1883, he landed in San Francisco. There he at once secured a position on the San Francisco Bulletin. Subsequently retiring from journalistic work, he bought a farm at Santa Clara, California, and engaged in the production of cereals.

In 1885 Mr. Clode came to Pierce county, Washington, and took a claim to 160 acres of land on the shore of Lake Tapps, six miles from Sumner. In order to get to this claim he had to cut away the timber and build a road a considerable portion of the six miles. He now has sixteen acres of this land in fruit and vegetables, and forty acres of good pasture. The

place is well improved with good buildings and fences, and is a comfortable and desirable home. He resided here until February, 1893, when he was appointed to his present position at the poor farm. This farm comprises seventy-eight acres of land, fifty acres of which are under cultivation, and all the products necessary for the maintenance of the inmates are raised here. The buildings are valued at about \$6,000. At present there are about thirty inmates, men, women and children, in the institution, and under the able management of Mr. Clode they are well taken care of, and the farm is in a prosperous condition. Mr. Clode was recently appointed a member of the Advisory Council of the Congress Auxiliary of the World's Congress of Agriculture.

He was married in Australia in 1871, to Marian P. Martyn, who was born on the coast of Africa, her parents being English. They have one child, a daughter.

Mr. Clode's father was born in England in 1814, where he obtained a classical education. His mother was born at the same place, in 1812, and died at the age of seventy-six years, honored and respected by all.



DR. G. WILLIS PRICE, dental practitioner in the city of Seattle, was born in Pittsburg, Carroll county, Indiana, in December, 1849, being the son of James and Eliza J. (Smith) Price. Losing his father in early childhood, he crossed the plains in 1853 with his mother and her parents, all locating in Albany, Oregon, in the beautiful valley of the Willamette. At this place Dr. Price spent his boyhood days, and it may be interesting to relate that it is still the home of his mother, who is twice a widow, and of his grandfather, who at the ripe old age of ninety-three is in the enjoyment of excellent health. The married life of the grandparents, Mr. and Mrs. John Smith, covered a period of sixty-five years. The grandmother having died in the year 1890, aged eighty-nine years.

In the trip across the plains only the ordinary difficulties were encountered, neither sickness nor serious accident having occurred during the entire eight months occupied in making the journey. The train, which was quite a long one, was composed of wagons drawn by horse

or ox-teams, there being an ample supply of provisions besides guns and ammunition. The year previous having recorded very serious Indian troubles, every care was taken to guard against possible disaster, and while no collision occurred the redmen of the plains, like vultures, were hovering near, as was proved by the rapidity with which they swooped down on an abandoned wagon—even before the train was out of sight—and tore the spokes out of the wheels that they might convert them into war-clubs.

In the Grande Ronde valley, in eastern Oregon,* Indians in large numbers were first met. They were the Nez Perces,—the typical Indians of the story books,—many of them magnificent specimens of noble manhood, well dressed in fringed and beaded buckskins, and wealthy in herds of horses and cattle. They were intelligent, and friendly to the whites, as, for the most part, they always have been.

Not being troubled with the responsibilities of so serious an undertaking as a trip across the plains in the early days, "little George," as he was familiarly called by the train-men, saw much every day to make life worth living. In company with his grandmother, who drove the team of horses, he occupied a family carriage—one of the first ever brought into Oregon—it being loaded with feather-beds, etc., and being a most comfortable vehicle to occupy either by day or by night. These pioneer experiences, while not startling in their character, are nevertheless vivid in the memory because of their novelty.

At that time the Willamette valley swarmed with Indians, villages containing hundreds or thousands of them being often seen, and while quite friendly with the whites they were more degraded and shiftless than those previously met. Mock war dances were often held, and the entire white population were cordially invited to witness the performance. The weird music still rings in the ears of our subject. He has not forgotten the old gray-headed chief, who, having taken a quite a fancy to him, kept him supplied with bows and arrows; nor the young "bucks" as they engaged in the Indian game of "shinie," which in some respects resembles the game of "LaCrosse," being played with a ball and bent clubs.

G. Willis Price received his literary education at the Albany Collegiate Institute. At the age of twenty-one he entered the office of Dr. J. R. Cardwell, of Portland, as a student of dentistry.

After eighteen months of hard study and practice, his health having failed, he was advised to seek a change of climate. Acting on this suggestion, he procured a full set of dental instruments, and started for the rough mining districts of Oregon and Idaho. Here he remained for more than four years, practicing his profession as opportunity offered, and engaging in mining ventures as well. By so doing he succeeded in the usual way of putting a good deal of money into the ground, in fact all that he made in his practice; but having fully recovered his health, which to him was worth more than gold, besides having gained much in the way of practical experience, his ambitious desire to qualify himself for a higher place in his profession led him to return to the realms of civilization.

After a short sojourn in Oregon and California Dr. Price went to New York city, where he could obtain superior advantages in study and practice. Having opened an office soon after his arrival, he was enabled to successfully conduct his practice and also attend two full courses of lectures at the New York College of Dentistry, at which institution he graduated in the spring of 1880.

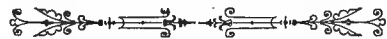
Having established a good practice he was loth to give it up, but found it necessary to return west for a time; so, leaving his office in charge of an assistant, he came again to this coast, expecting to resume charge of his Eastern practice after a few months' sojourn in Oregon. Being induced, however, to visit Seattle, he was so favorably impressed with the beauties of scenery, mildness of climate and the opportunity for the establishment of a lucrative practice, that he decided to make this city his future home. His wife, to whom he was married in Boise city, Idaho, in 1875, accompanied him and he began practice here in the fall of 1882, taking a leading place among the members of the dental profession of this city, which place he continues to hold, commanding the respect of both practitioners and patrons alike.

Dr. Price is a very busy man, having to employ two or three assistants at times, but he still finds time to devote to the advancement of the profession, being one of the organizers of the Washington State Dental Society, and for the past three or four years a member of the State Dental Examination Board, either in the capacity of secretary or president, to which State office he was appointed by the Governor.

He did much to aid in the preparation and passage of the new State dental law, which was enacted at the last meeting of the legislature. This law is considered to be one of the best in existence at the present time touching required qualifications for the practice of dentistry.

At the time of the Chinese riot some years ago, Dr. Price was a sworn deputy, under Sheriff—now Governor—McGraw, and in company with other well-known business and professional men, did good service in quelling the disturbance, after which, on the organization of the National Guard, he enlisted regularly, continuing an active member of Company E, First Regiment, until quite recently.

Dr. Price is a great lover of music, birds and flowers, and, while wide awake in matters of public interest, still finds relaxation and enjoyment in his home life. He has always taken a great deal of interest in the work of the church and the Sabbath-school, having been for many years a member and a teacher. As an Elder of the First Presbyterian Church of this city, he was one of the Commissioners from Washington to the Centennial General Assembly held in Philadelphia in 1888.



DR. DAVID J. TURNER, a prominent physician and the present Mayor of Cheney, Washington, is a native of Ogle county, Illinois, and dates his birth in the year 1853. His parents, James and Rebecca (George) Turner, were both born in England. His father came to America when seventeen years of age, settled in Illinois, and in the early days hauled his produce to Chicago, the nearest market. The Doctor's mother was about ten years old when she came with her mother to this country. She and Mr. Turner were married in Ogle county, Illinois, in 1845, and enjoyed a long and happy married life, his death occurring in 1882, and hers in 1886. Both were members of the Methodist Episcopal Church. They had a family of ten children, the subject of our sketch being the fourth born, and all are still living except the youngest, who died at the age of twenty-two years. The Doctor's early life was similar to that of most farmer boys. He received his education at Mt. Morris, Illinois, where he graduated in 1872, after which he began the study of medicine at Chana, Illi-

nois, under the instruction of Dr. M. C. Roe, with whom he remained two years. He then entered Bennett Medical College, Chicago, and graduated in March, 1879. He began practice at Mission Creek, Pawnee county, Nebraska, in September of that year, and continued there two years. The following two years he practiced at Steele City, Jefferson county, from there went to Liberty, Gage county, and in 1888 came to the far West, locating in Cheney, Washington, in June. Here he bought property and made permanent settlement, and has since had the misfortune to be burned out twice. The Doctor has the interests of this little city at heart, and is doing all in his power, both professionally and otherwise, to promote its welfare. He was elected to his present position, that of Mayor of Cheney, June 6, 1892.

He was married in April, 1880, to Miss Anna Redmond, a native of Illinois. They have two sons, Harry B. and Roe. Mrs. Turner is a member of the Congregational Church.

The Doctor is identified with the following organizations: The State Medical Association, the United States Eclectic Association, and the State Pharmaceutical Association. He is also a member of Temple Lodge, No. 42, A. F. & A. M.



JOHAN T. REDMAN, of the wholesale grocery firm of Reese, Crandall & Redman, has been and is still one of the most active factors in the building up of Tacoma. A brief personal reference to him and his son is essential to the completeness of this volume.

John T. Redman was born in Linn county, Oregon, January 3, 1856, son of Benjamin W. and Amanda E. (Craven) Redman. He began his education at his native place, and in 1875 completed the course of the public schools of Linn county. In 1877 he entered Whitman College, Walla Walla, where he pursued his studies for one year. In 1878 Mr. Redman was employed as bookkeeper for Saling & Reese, of Weston, Oregon, and in 1883 was promoted to head salesman and manager for that firm. Next, as a member of the firm of Reese & Redman, he embarked in the general merchandise business at Adams, which town was then taking its start. This firm carried on a vast trade. They also handled grain, from 750,000 to 1,000,000 bushels of wheat per annum, and in 1886

disposed of 450,000 wheat bags as one item of their business, the greatest record ever made by a firm in the interior. In 1888 the business there was disposed of, and the extensive house of Reese, Redman & Company was started in Tacoma, and, in 1889, the firm name was changed to Reese, Crandall & Redman, the present title.

Mr. Redman assisted in the organization of the Commercial Club in 1891, being one of its seventy-five charter members. Upon the organization of the club, he was elected its president, and at once took the lead in making the organization what it has since become, the most active agent in looking after the interests of Tacoma. Of his work in connection with the Commercial Club too much cannot be said, as his activity and earnestness were potent factors in the work which brought to the support of this body every man who cared to assist in the city's advancement, and which commanded in its behalf the admiration of visitors and citizens of other municipalities. He was re-elected to the presidency of the club in 1892, and during his incumbency in the executive office the membership increased to about 700, including all the representative business and professional men of the city. Tacoma indeed owes much to Mr. Redman. He has also freely given his service to the cause of the Republican party, and is prominent in its councils.

Mr. Redman was married at Weston, Oregon, to Miss Fannie M., eldest daughter of I. T. Reese. They have two children, Grace and Herbert.



GEORGE R. WILSON, who is located on ranch a mile east of Bothell, King county, Washington, is one of the representative men of his vicinity, and is entitled to some personal mention in this work. He was born January 9, 1841, in Trowbridge, Wiltshire county, England, son of James and Lucy (Ridley) Wilson. He shipped as a seaman at the age of sixteen, and for several years was on the deep, being on board a man of war for three years and nine months, and for two years and five months on merchant vessels. Among the ports at which he landed we mention the following: Portsmouth, Portland, Weymouth, Plymouth, Rio Janeiro, Montevideo, Buenos Ayres,

Falkland islands, Valparaiso, Callao, Panama and Victoria. July 7, 1863, he left the merchant vessel *Orion* at Seabeck, Washington, and has since been a resident of this State. He spent a few days in Port Madison, two months at Port Blakely, and the following winter worked in a sawmill at Seattle. Then for a year or two he was engaged in various occupations, and finally he decided to learn the trade of brick mason, which he did under the instructions of J. T. Jordan. He continued working at this trade for six years or more, whenever there was any work to be had. In 1870 he took claim to a tract of land half a mile east of Bothell, to which he secured title under the pre-emption law. He bought out E. Guthrie's claim of 160 acres, after Guthrie had received patent for his land. He also took a timber claim of forty acres. Although he located his present place in 1870 and made some improvements thereon, he did not permanently settle here until May, 1873.

Mr. Wilson was never married.

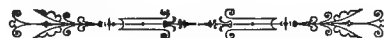
GEORGE B. THOMPSON, M. D., of Kent, King county, Washington, was born in Upper Canada, July 12, 1856, his parents being George and Catherine (Metcalf) Thompson, both natives of Ireland. He was reared to farm life, and received a high-school education. In 1875 he began the study of medicine, and completed his preparation for practice at the University of Toronto, where he received his degree in medicine.

In 1880 Dr. Thompson located in Sumner, Iowa, where he practiced two years, and from whence he removed to North Dakota. He conducted a successful practice for four years in North Dakota, after which he practiced four years in La Crosse, Wisconsin. He then came to Washington and took up his abode in Kent, where he immediately took rank with the leading practitioners of that portion of King county.

Dr. Thompson has for a number of years been actively identified with the political affairs of the various towns in which he has been located, being a Democrat in his proclivities. In 1882, in Dakota, he was the candidate of his party for County Coroner, and in 1883 he was elected County Commissioner. While at La Crosse, he organized the Jefferson Club, of which he served

as President. He is a member of Verity Lodge, No. 59, F. & A. M., and has passed the Master's chair. He is also a member of the I. O. O. F.

Dr. Thompson was married in 1882, to Miss Pearl E. Tower, a native of Wisconsin. They have two children, Pearl E. and Mona May.



LEVI HARVEY BEEKS is known throughout Klickitat county as a progressive agriculturist and a man of sterling worth. He is a native of Indiana, born near Lynn, Randolph county, March 27, 1853. His parents, William Ellis and Christiana (Clenny) Beeks, were born in the Buckeye State, in Greene and Preble counties respectively. They were married in Randolph county, Indiana, and removed thence to Nodaway county, Missouri, and settled thirteen miles east of Marysville, the county seat. Six months later they went to Mills county, Iowa. In 1874 they removed to Washington county, Oregon, and afterward came to this State. The father homesteaded 160 acres in Pleasant valley, Klickitat county, twelve and a half miles from Goldendale. Here both father and mother passed the remainder of their days. The mother was the first to yield up a life that had been spent in useful activity, her death occurring August 18, 1880. On June 23, 1888, the father was called to his long rest. Their son, Levi Harvey Beeks, spent his boyhood days in Indiana and Missouri, being reared to the occupation of a farmer. At the administrator's sale of his father's estate, in October, 1889, he purchased the old homestead on which he now resides. He conducts a general farming business, and annually sows a large acreage to grain. He also owns a quarter section of railroad land, which he acquired by purchase in the fall of 1889. He has adopted the system of summer-fallowing, which is found to be exceedingly profitable, and neglects no opportunity to enhance the value of his land. He has given especial attention to the growing of fruit, and has a thrifty young orchard of prunes and pears, this sort of product flourishing best in this climate. Mr. Beeks has done much to elevate the standard and improve the breed of horses in this section, and has raised some fine specimens on his own place.

Politically he supports the principles of the Republican party; he is a member of the Pleasant Valley Grange, of which he is Overseer, and is Doorkeeper of Pleasant Alliance, No. 315. Upright and honorable in all his dealings, he has won an enviable position in the community.



MOSSES WARD, of Lake View, Washington, was born in Fountain county, Indiana, February 18, 1829, son of John and Tamer (Masterson) Ward, both natives of Kentucky.

John Ward moved in 1826, from Kentucky to Indiana, where he remained, engaged in farming, until the time of his death in 1853. Moses remained on his father's farm until 1851, when he crossed the plains to Oregon City, Oregon, then only a small village. Soon afterward he went to Milwaukee, Oregon, and thence, within the same year to Portland, where he remained during the winter, getting out shingle bolts. In the spring of 1852 he went to the Rogue river mines, where he stayed until he nearly starved and then returned to Portland. There he was employed in getting out vessel timbers.

Mr. Ward dates his arrival in Steilacoom, Washington, in April, 1854. There he was employed in a sawmill owned by Dr. Weber, L. F. Thompson and Lafayette Balch. After that he took a claim on Wallace's island, now known as Anderson island. In 1855, vacating the claim, he enlisted in Company D, Washington Volunteers, under Captain W. H. Wallace and Lieutenant Moore, and was in active service three months, after which he was in the Quartermaster's employ at \$90 per month. He remained in the Quartermaster's employ until the close of the war. After the war he made three trips to the mines of British Columbia. On his first trip, in 1858, he visited the mines of Forts Langly, Hope and Yale, and on his last trip, in 1863, he was at the Cariboo mines.

Retiring from the mines, Mr. Ward turned his attention to the dairy business, in partnership with L. J. Keach, but their enterprise proved a failure and the partnership was dissolved. He then took claim to a tract of land where Lake View is now located, and there he lived for twenty-five years. A part of that time he served as Postmaster of the town. He

subsequently sold the farm and bought another one a few miles from Lake View, upon which he is now residing.

Mr. Ward was married May 29, 1889, to Hannah S. Squire, daughter of William and Martha (Bastard) Squire. She was born in Ohio, and came to this country with her parents, arriving at Portland, Oregon, May 23, 1882. Soon afterward they came to Pierce county, Washington, where she took a claim, improved the same in accordance with law, and proved up on it. She has since sold this claim for \$20,000.



JOEL MYERS, deceased, one of the pioneers of Washington, and for many a resident of Steilacoom city, was born in what is now West Virginia, October 1, 1819. Jacob and Mary (Trump) Myers, his parents, were natives of Pennsylvania, and were honest tillers of the soil. They moved with their family to the western part of Virginia at an early day, bought a farm, and there spent the residue of their lives.

Joel Myers, at the age of twenty, imbued with the spirit of emigration, came west as far as Iowa and settled near Iowa city. He was also for a time at Bloomington (now known as Muscatine). He was engaged in farming at both those places and also in Van Buren and Wapello counties. Hearing rumors of the great wealth to be found in the West, he started April 9, 1850, for the Pacific coast in search of gold. Cholera broke out in the train with which he traveled and but few escaped the dread disease, he being among the fortunate ones. He arrived in Oregon City, October 10, 1850, and there spent the winter. The following spring he went to Shasta county, California, and commenced prospecting for gold. He continued mining until 1852, at which time he returned to Oregon City and went to work on a farm. The fall of that year found him in Olympia, Washington Territory, whence, a short time afterward, he came to Steilacoom, and in 1853 took a donation claim of 640 acres (now owned by Dan Mounts) near Nisqually ferry, known during war times as Fort Ragland. He subsequently sold that farm and bought of William N. Savage 320 acres, which is still a portion of his estate.

Mr. Myers was married February 1, 1872, to Mrs. Mary Lowell, a pioneer of Washington, who was born in Barren county, Kentucky, December 2, 1824. Her parents, D. P. Morris, a paper manufacturer of Delaware, and Elizabeth Hamilton, of Bethel, Virginia, were married in Kentucky. They emigrated to Huntsville, Schuyler county, Illinois, in 1837, their daughter Mary being at that time fourteen years of age. January 7, 1841, she married A. C. Lowell, a butcher of Quincy. Mr. Lowell crossed the plains in 1852 and Mrs. Lowell came in 1857 via New York and by water to Aspinwall, thence to Panama by train and from there to San Francisco by water, arriving at that city June 15, 1857. From there they came by boat up the Columbia river to Oregon, and thence to Steilacoom on horseback. A. C. Lowell died here in 1866, leaving a widow and three sons, one of the sons, Oscar, dying at the age of twenty-eight years. The other two are residents of Pierce county. In 1872, as above stated, Mrs. Lowell became the wife of Joel Myers and since her marriage has resided in Steilacoom city. Joel Myers died August 16, 1893, his life having been one filled with kindly deeds and noble ambition.



ALBERT FRANK HOSKA, of Tacoma, manufacturer of saddles and harness, is one of the representative men in his line of business of the State of Washington. A few items in regard to his life and business career are therefore of interest in this volume, devoted to the history of the State and its interests.

Albert F. Hoska was born in the city of Chicago, February 28, 1851, his parents being Lucas and Catherine Hoska. When he was but nine years of age he was left an orphan, by the death of both of his parents, and he was placed in the Catholic Orphan Asylum at Rose Hill. After a year and a half at that institution, he was apprenticed to the harness-maker's trade at Oconto, Wisconsin, and spent four years at that place, acquiring his first knowledge of the business, which he has followed through life. He then went back to Chicago and perfected himself at his trade in the large establishment of C. A. Kerfoot. After that he engaged himself to a harness-manufacturing firm in Denver,

Colorado, and, going to that city, remained two years, after which he again returned to Chicago and entered the employ of Mr. Kerfoot. There he remained until 1876, when he went to Marietta, Wisconsin, and engaged in business on his own account. He remained there until 1883, when, attracted by the opportunities afforded by the development of the Puget Sound region in Washington, he came to Tacoma, with which city he has been identified since, practically, its pioneer days. He bought a small shop, which occupied the site of the Fife hotel, and from his small beginning sprang up a trade which assumed immense proportions. His establishment on Pacific avenue is a model of neatness of arrangement.

Mr. Hoska was married in Marietta, Wisconsin, to Miss Mary McClue, a native of Canada and a daughter of John McClue.

He is prominent in the Independent Order of Odd Fellows, having taken all the degrees, and was Grand High Priest of the Grand Encampment in 1892. He is now Lieutenant of the Canton, Patriarchs Militant. He is well-known throughout the State in the capacity of Guide in the order, having administered more degrees in the State of Washington than any other man. He affiliates locally with Rainier Lodge, of which he is Past Grand. He is also Past Grand of Eureka (Rebekah degree) Lodge, No. 1. He is Past Chancellor of Commencement Lodge, No. 7, K. of P., and is Representative for 1893 to the Grand Lodge of the order; is also a member of Division No. 4, Uniform Rank. He is Sachem of Susquamie Lodge, No. 5, I. O. of R. M., and Chieftain of Tacoma League, No. 2.

Politically, Mr. Hoska is a staunch Republican, and has frequently represented his party in its county and State conventions.



NICHOLAS ENNIS, one of the prominent and progressive agriculturists of Clarke county, has been identified with the development of the natural resources of the section since 1879, when he took up a residence in the favored commonwealth. Occupying the position he does, it is fitting that a brief outline of his life be here inserted. A native of Nova Scotia, he was born December 30, 1835, a son of Nicholas and Mary (Cullen) Ennis.

The father was born in Ireland, and the mother in Nova Scotia; the former died in 1846, but the mother survived until 1863. They had a family of ten children, Nicholas, Jr., being the sixth-born. He was reared and educated in the land of his nativity, and in early life learned the wheelwright's trade. He came to the United States in 1860, and for four years lived in New Hampshire and Massachusetts, then returning to the scenes of his childhood, where he remained until 1869. The spirit of enterprise, perhaps not unmingled with that of adventure, was still strong within him, and he determined to see what the land of the Pacific slope was like. He made the trip by way of Panama on the steamers *Alaska* and *Montana*. Arriving in San Francisco he took up his residence there, and for ten years made it his home. In 1879, as before stated, he came to Clarke county, Washington.

Mr. Ennis has a farm of 160 acres four miles east of La Center. Thirty acres are under good cultivation, and nine are set to a young orchard, in which the prune predominates. He has taken an active interest in the agricultural and other resources of this country, and having been imbued with the spirit of progress has never abated it, and has won the highest respect of the entire community. He was naturalized in San Francisco in 1872, and since becoming a citizen of the United States has been an ardent supporter of the principles of the Democratic party. He has been a member of the School Board for eleven years, and during that time has done much to promote the effective work of the system of public schools.

He was married in San Francisco, October 9, 1870, to Miss Catherine Cuninghame, a daughter of the Emerald Isle. Six children were born to them, two daughters having died in infancy. The surviving children are, Joseph T., Mary, Catherine and Sarah A.



JAMES H. ALEXANDER, a worthy representative of husbandry in Clarke county, Washington, is entitled to consideration in this volume. He is a native of the Blue-grass State, born in Bourbon county, March 19, 1822. His parents, John S. and Mary (Simpson) Alexander, were also Kentuckians by birth and were descended from some of the earliest

and most influential settlers of the State. They had a family of ten children, James H. being the second-born. When he was six years old he was taken by his parents to Sangamon county, Illinois, where he was reared and educated. Believing that the future of the West promised much, he removed to Kansas as early as 1855, and after residing there four years he crossed the plains to the coast, taking the old emigrant trail to Oregon. The long and tedious journey was undertaken the first day of May and was not completed until the ninth of the following September, when he reached Vancouver.

Mr. Alexander now resides on a farm eight miles east of Vancouver, the tract he owns embracing 218 acres. He has forty acres in an advanced state of cultivation, and takes a deep interest in the agricultural developments of the country. He is a member of Flat Wood Grange, No. 96, Patrons of Husbandry.

Politically he has always been allied with the progressive wing of the Democratic party, and his popularity throughout the district has been such that he has been repeatedly elected County Commissioner. He has served in this position for more than ten years, and at every possible opportunity has furthered the interests of his constituency.

In the year 1844, in the State of Illinois, Mr. Alexander was united in marriage to Miss Anna E. Crawford, a native of the State of Kentucky. Of this union eight children have been born: John S.; Mary J., wife of Charles Goddard; Arminta, wife of Newton Cain; Asa B.; William; James K.; Harvey T.; and Charles E., who is County Superintendent of Schools.



DR. EDWARD LOOMIS SMITH, medical practitioner in the city of Seattle, Washington, was born in Pittsford, Monroe county, New York, April 1, 1840. His parents, Seth Sprague and Cordelia F. (Loomis) Smith, were natives of Vermont and Connecticut respectively, descended from English ancestors who were numbered among the pioneers of New England. The paternal branch of his family was concerned in agricultural pursuits, while his maternal ancestors were among the prominent woolen manufacturers of Connecticut. The parents of our subject moved from Pittsford to St. Johns, Michigan, in 1866,

where his father died in 1878, in his sixty-fourth year. His venerable mother is still living, aged seventy-three years.

Edward Loomis Smith was educated in the public schools at Macedon Academy, and at the Genesee Wesleyan Seminary at Lima, New York. His education was gained personal effort, the funds being secured by farm work and teaching school. He was married at South Lima, Livingston county, New York, in 1863, to Miss Elizabeth N. Hamilton, and then removed to the oil regions of Pennsylvania, where he engaged in the oil business.

In 1866 he returned to the vicinity of St. Johns, Michigan, and while engaged in farming took up the study of medicine, which he subsequently continued at Buffalo, New York, and later, at the Medical College of the Pacific, now known as Cooper Medical College, San Francisco, where he graduated. He commenced practice at Quincy, Plumas county, California, and during 1873 and 1874 served as physician and surgeon at Angel island, California, with the Twelfth United States Infantry. He then returned to Quincy and followed a general practice until 1877, when he came to Seattle. Here he at once opened an office, and in 1879 entered into partnership with Dr. Rufus Willard, with whom he continued to practice until the great fire of 1889. He then went to New York and took a course in the Post-Graduate Medical School. Returning to Seattle, he resumed his practice, operating alone till the spring of 1892, when his daughter, Dr. Belle H. Smith, became associated with him professionally. She graduated in the medical department of the University of Michigan in 1888, and afterward took a course in the Post-Graduate School of New York city. She was then placed in charge of the Sherborn Prison Hospital, which is connected with the Reformatory Prison for Women, and after filling that position two years returned to Seattle.

Dr. E. L. Smith is a member of the California State Medical Society, American Medical Association, Medical Society of the State of Washington, King County Medical Society, and is president of the Seattle Medical Society and Library Association. He was the last president of the Territorial Medical Society, and the first president of the State Medical Society. He is a surgeon of the Providence Hospital of Seattle. He served as Surgeon-General on the staff of Governor Ferry, and Brigade-Surgeon on the

staff of General A. B. Curry. Socially he is a Knight Templar Mason, a member of the I. O. O. F., the Commandery, K. of P., and the A. O. U. W.

As a physician Dr. Smith stands in the front rank of his profession in Seattle, and since first coming to the city has had a successful and lucrative practice. He has been greatly prospered in his real-estate speculations, but still adheres to his profession, for which he has a genuine love.



MONTGOMERY PAYNE, one of the early pioneers and respected citizens of Clarke county, Washington, was born in Tennessee, February 10, 1823, a son of John and Julianna (Sper) Payne, natives of Virginia. The parents removed to Vigo county, Indiana, when our subject was quite young. The latter was reared and educated in that State, and was early inured to the hardships of farm life. After spending five years in Illinois, he crossed the plains to Clarke county, Washington, the journey consuming about six months. He arrived in this State in 1852, but in 1854 removed to Eugene, Oregon, and eleven years afterward again took up his residence in this State. Mr. Payne owns 160 acres of land in Grass valley, seventy acres of which is under a fine state of cultivation, and seventeen acres is devoted to an orchard. His fruit gives good returns, and finds a ready sale in the Portland markets. Our subject also owns residence property in the village of La Camas, where he and his wife are quietly spending their evening of life.

Mr. Payne was married in Indiana, February 29, 1851, to Miss Louisa Barmore, a native of that State. They have had five children: John L., deceased June 16, 1883; Harriet, wife of Wm. Pangburn; Sarah J., now Mrs. William Brackett, and a resident of Spokane Falls; Frank and William.



JM. HESS.—One of the leading industrial establishments of Goldendale is that of the Klickitat Roller Mills, owned and operated in the beginning by Miller, Smith & Marble. In December, 1888, J. M. Hess pur-

chased the plant, and in April, 1893, became associated with A. W. Cooper. In June, 1893, these gentlemen had the gratification of witnessing the completion of their most admirable undertaking. They now have in operation one of the finest roller mills in the State; it is furnished with the latest and most improved machinery, and the work done is most creditable to the proprietors. The capacity is fifty barrels in twenty-four hours, the product being consumed by local trade, and some exchange work being also done for the accommodation of patrons. This plant was originally known as the Klickitat Mills, the name being changed after the roller process was supplied.

J. M. Hess, to whom much credit is due for the successful prosecution of this valuable enterprise, is a son of Jacob and Elizabeth (Martin) Hess, and the date of his birth was October 5, 1848. His father was a native of Ohio, of German extraction, and his mother was born in the State of Illinois, of Scotch ancestry. The family removed to Bremer county, Iowa, and located at Waverly, in 1850. There the father engaged in farming, and during the winter season followed the cooper's trade. The attractive stories that floated eastward from the Pacific coast were alluring, and in 1867 the family sailed for the Pacific coast *via* the Isthmus of Panama. They left New York city on the steamer Henry Chauncey, and from the Isthmus sailed on the *Golden Age* to San Francisco, from which port they traveled on the *Oriflamme* to Portland, Oregon. On the day after they landed, they took a trip up the Clackamas river, going fourteen miles, and soon decided to purchase a place in Milwaukee. This they did, and made their home there for two years. At the end of this period they removed to the coast, and located in Clatsop county, where they resided fourteen years. In 1882, the father and mother came to Klickitat county, Washington, and settled at Goldendale, where the father died in 1890. The mother survives, and still resides in the old home.

Our subject remained with his family until he had attained his twenty-fifth year, and while residing on the coast he was engaged in agricultural pursuits, and also had some interests in steamboating. In 1884, he came to Goldendale, and engaged in the drug business with Dr. Beebe, and at the end of the year he bought the stock, and conducted the business alone for nearly four years. December 18, 1888, he

completed the purchase of the Klickitat Mills, and carried on this business alone until Mr. Cooper became associated with him. They are both men of exceptional executive ability, and by correct business methods have won a large patronage.

Mr. Hess was united in marriage, November 18, 1873, to Miss Minnie Beebe, a native of New York State, the daughter of A. T. and Emeline (Clark) Beebe. They are the parents of five children: Charles M., John L., Mary E., Lucy E.; and one son, William, died at the age of four years. Mr. Hess is an honored member of the I. O. O. F.

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HON. ELISHA P. FERRY.—No star in the constellation of States shines with brighter effulgence than that of Washington, whose brilliancy is due to the concentrated glory of her most honorable citizens. Among those conspicuous for their services in her cause, no one is more justly deserving of notice than the gentleman whose name heads this brief biography.

This honored citizen was born in Monroe, Michigan, August 9, 1825. His preliminary education was received in his native city, after which he studied law, both there and in Fort Wayne, Indiana, and was admitted to the bar in 1845, being then but twenty years of age. In 1846 he removed to Waukegan, Illinois, where he began practicing his profession, and of which place he was continuously a resident until July, 1869, at which time he removed to the Territory of Washington. He brought with him an extended experience in public affairs, having been prominent in the State of Illinois. He was the first Mayor of Waukegan, and in 1852 and 1856 was Presidential Elector for the district in which he resided. He was a member of the constitutional convention in Illinois in 1861, and from that year to 1863 was Bank Commissioner in that State. During these years he was a member of Governor Yates' staff, as Assistant Adjutant-General, with the rank of Colonel, and assisted in organizing, equipping and sending into the field a large number of Illinois regiments. In 1869 he was appointed Surveyor-General of Washington Territory, and in 1872 was appointed Governor of the Territory and re-appointed

in 1876,—all of which positions were conferred on him by President Grant. He served as Governor until November, 1880, when he removed to Seattle and became a member of the law firm of McNaught, Ferry, McNaught & Mitchell. In September, 1887, he retired from the practice of the law and entered the Puget Sound National Bank as vice-president. September 4, 1889, he was nominated by the Republican party for Governor of the State, and on October 1 was elected to that office, serving in that position with his usual probity and ability.

The Governor has been a strong, consistent Republican since the organization of the party and was a member of the first Republican convention held in the United States. Religiously, he is an active member of the Episcopal Church. In the various walks of public and private life he has been the same conscientious, able citizen.

On the day when he retired from the office of Governor, January 11, 1893, the following appeared as an editorial in the *Post-Intelligencer*, the leading Republican paper in the State of Washington:

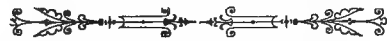
“THE RETIRING GOVERNOR.”

“Governor Ferry will carry with him into private life the hearty respect, esteem and good wishes of the best men of the State, without distinction of party. Governor Ferry brought to the administration of his responsible office the ripe, well-garnered treasures of an upright life of energetic and varied experience. Born in Michigan, he was admitted to the bar at twenty years of age. For twenty-three years he practiced his profession in Waukegan, Illinois. During the war he rendered patriotic service upon the staff of Governor Yates, of Illinois. He came to Washington in 1869, was appointed Surveyor-General, and then Governor of the Territory by President Grant. He was eight years Territorial Governor, retiring in 1880 to resume the practice of his profession. In 1887 he became a banker, and in 1889 was elected the first Governor of the new State of Washington.

“He was easily the best equipped man in the whole State for the position; he had been twenty years a resident of the Territory; his experience as Surveyor-General and Territorial Executive had made him familiar with the natural resources of Washington and its most imperative wants. He brought to the administration of

his office the technical professional knowledge of a sound lawyer, and a practical knowledge of finance and business. As a lawyer and a man of affairs he was admirably fitted for his position.

“He has more than met the high expectations of his friends. His official term has included some trying experiences, but in every instance Governor Ferry has discharged his responsibilities with dignity, wisdom, tact, firmness, probity and resolution. He retires to private life followed by the hearty plaudits of his fellow citizens of all parties, who tender him their best wishes for happiness and comfort during all the years that are before him.”



CAPTAIN JOHN SALTAR, who is living retired at Steilacoom city, Washington, was born June 23, 1814, in Philadelphia, Pennsylvania. His parents, John and Margaret (Howell) Saltar, were both natives of Pennsylvania, and spent their entire lives in that State. They lived on a farm, and the Captain says, in speaking of his early life: “I never worked: just grew up on the farm. I always dodged the work.” Nevertheless, he was able to make his own way in the world, as will be seen from the following sketch:

Captain Saltar remained with his parents until he was twenty-one years of age. At that time he went to Chicago, but soon afterward returned to Pennsylvania. Chicago then was a little village of only 150 people, with the exception of the soldiers garrisoned there. Soon afterward he again started out, and this time went to Hancock county, Illinois, not far from Nauvoo. He took an active part in ridding Nauvoo of the Mormons then settled there. At one time the Mormons offered a large reward for him, dead or alive, but he was fortunate enough to escape them. He built a sawmill in Hancock county, and ran it until 1844. Then he sold the mill and bought an interest in a steamboat, and engaged in trading on the Mississippi river; but, tiring of this occupation, he again sold out and for a while gave his attention to the mercantile business in Illinois. In 1850 he crossed the plains, coming to the Pacific coast by way of Mexico, sometimes traveling with an emigrant train, but the most of the time riding alone on a mule.

Arriving in San Diego, California, he worked in the mines for two years. Then he returned East via Cape Horn. In addition to this voyage, he has twice made the journey from the East to this coast via the Isthmus of Panama, has crossed twice by the Nicaragua route, and he also crossed the plains twice. After leaving California that time he went to Damariscotta, Maine, and while there he built a sailing vessel which he named *Legal Tender*. For two years he traversed the seas in this vessel, and finally landed at San Francisco. Here he sold it, retaining, however, one of the cabin ornaments, a large American eagle, carved in wood, which to-day graces the parlor of his home in Steilacoom city.

In 1860 Captain Saltar came from San Francisco to his present location. Here he bought a home, and in it he has since resided. In 1863 he was appointed Clerk of the United States District Court, by Orange Jacobs, which position he held for over fifteen years, at last resigning rather than move from his old home to another district. He was also at one time Collector and Assessor of United States Internal Revenue for Idaho and Washington Territories. He is certain that Steilacoom will ultimately be the greatest city of Washington.

Captain Saltar is a member of Steilacoom Lodge, No. 2, F. & A. M.

He was married in 1854, to Jane Roberts, in Rockford, Illinois. She was born in England, March 17, 1830, and early in life emigrated to this country and settled in Illinois. She is a lady of education and refinement, and has accompanied her husband on many of his travels. They have an only son, John Saltar, Jr., married and living in Chicago, Illinois. He is Civil and Mechanical Engineer of that city.

JACOB JONES, who has been a resident of King county, Washington, for a number of years, is one of its representative men, and is entitled to some personal mention in this work.

He was born in Finland, in June, 1825, son of Samuel and Mary Jones. At the age of sixteen he left home, and, as cabin boy on a vessel, spent a number of years on the deep. He finally rounded Cape Horn and landed at California in 1854. At that time he spent nine

days in San Francisco. From there he came to the Sound country, and after securing a cargo of piles returned to San Francisco. The following two years he spent in the redwoods of California. After that he entered the mines and was engaged in mining in California until the Fraser river excitement in 1858, when he started for those diggings, but came to the Sound instead. He worked in the Port Ludlow logging camp for nine months, and in other camps for six years. He then joined with the Wold brothers in the purchase of 160 acres of land, of a Mr. Welch, Mr. Jones advancing \$500. Subsequently he located a pre-emption claim adjoining this tract, and here he has since resided.

Mr. Jones was married in 1882, to Mary Anderson, a native of Norway. Their children are: Lena, Herman, Joseph, Jacob, Samuel and Emma.

ARCHIBALD McMILLAN, late a resident of Puyallup, Pierce county, Washington, was born in Abbeville, South Carolina, January 7, 1810. His father A. McMillan, Sr., was a native of Ireland, born in 1761, and his mother, whose maiden name was Mary Scott, was born in Scotland in 1765. The senior McMillan was a tailor by trade.

The wife of our subject was a daughter of Alex. Alexander, of South Carolina. Her grandfather was born in Ireland, as also was her mother, whose maiden name was Sarah McDill. In 1820 Jane Alexander moved with her parents to Bethel, Wayne county, Indiana, they being among the pioneers of that county. While there she became acquainted with Archibald McMillan, and in 1834 they were united in marriage. They lived on a farm until April 3, 1852, on which date they started across the plains for the far West.

□ Out of the train of fifty wagons that started on the overland journey only four came through to The Dalles, the rest dropping out at different places on the road and going to their respective destinations. After reaching The Dalles, the McMillans and their party put their goods on a boat and came down the river to Salem, Oregon, where they remained during the winter. In March, 1853, they came to Washington Territory and settled on Chambers' prairie in Thurston county. There they re-

mained four years, when, the Indian war coming on, they were compelled to go to Port Elcuma, where they remained one month. They then went back to their claim and from there to Fort Eaton. Mr. McMillan was one of the volunteers who went out to subdue the Indians, meanwhile leaving his wife at the fort. Notwithstanding the danger that menaced her on every side, she went alone from the fort to her home every day to feed the stock and see that all was well.

After the close of the war they lived on the farm until 1857, when they bought what was known as the Hayward claim in Stuck valley, comprising 320 acres of land. On that property they lived for many years. Some time ago they sold the farm, bought property in Puyallup, where she still resides.

Facts worthy of note in connection with the biography of Mr. McMillan are that he was the owner of the first carriage ever driven in Pierce county, and he was present at the hanging of the Indian Chief Leschi at Steilacoom.

Mr. and Mrs. McMillan had ten children. The oldest died while they were crossing the plains and was buried at Fort Laramie, and another one was murdered in 1885. Six are now living, as follows: C. C. McMillan, of White River, Washington; Mrs. Sarah Parker, of Sumner; Mrs. Jane Huson, Oregon; Mrs. Margaret Stewart, Puyallup; and Mrs. Lulu Finnigean, Tacoma.

Nine years ago Mr. and Mrs. McMillan celebrated the golden anniversary of their marriage. Side by side they journeyed on life's pathway for nearly three-score years, happy in the society of each other and surrounded by hosts of warm friends. He died May 15, 1893.

GUSTAVE JACOBSON came to Puget Sound in the spring of 1876, and the following July located a tract of 160 acres on Samamish (or Squak) slough, near Woodinville, on the line of the Seattle, Lake Shore & Eastern Railroad. He secured title to this property under the homestead law. This tract is all bottom land and is desirably located, having the advantage of both rail and water for the transportation of its products.

Mr. Jacobson was born in Norway, February 15, 1845, and dates his arrival in America in

1872. He spent two years in California, just previous to his coming to Washington. He was married November 22, 1868, to Anna Hamra, also a native of Norway. The names of their children are: Jacob, Mary, Andrew, Clara, Edwin, and Sarah. Mary is the wife of a Mr. Mullen. Two of the children are deceased.



ANDREW WOODS, one of the able expounders of law in the Seattle bar, was born in Winchester, Massachusetts, December 29, 1854. His earliest ancestor in America was Samuel Woods, of England, who emigrated to New England during the Puritan revolution, and was one of the original proprietors and first settlers of the town of Groton, Massachusetts, which was laid out in 1656. The eleven-acre right, or grant of land, given to Samuel Woods now forms part of the center of the town. Major Henry Woods, a descendant, was in command of men from the towns of Shirley and Pepperill at the battle of Bunker Hill, and subsequently became General of the Massachusetts militia. Sylvanus Woods, a relative, captured the first British prisoner of the Revolutionary war, near Lexington.

The parents of our subject were Jonas Woods, born at Groton, Massachusetts, in 1806, and Nancy (Hill) Woods, born at Stoneham, Massachusetts, in 1812. Her ancestors were James Hill, one of the earliest settlers in the town of Stoneham, Massachusetts, a few miles from Boston, and Rev. Zachariah Symmes, who came to Massachusetts about 1634, and was settled as pastor in Charlestown, taking up land which subsequently became part of the town of Winchester, Massachusetts, about eight miles north of Boston. A part of this land is still occupied by descendants of the Symmes family, of which family Benjamin Harrison, ex-President of the United States, is a descendant.

These are all honored names in the early history of New England, and furnished both brains and muscle for the aggrandizement of that world-famed country of the Eastern coast.

Andrew Woods received his early education at the public schools of Winchester, then, after one year with a private tutor, he entered the academic department of Harvard College and graduated thereat in 1877 with the degree of A. B. He then began teaching in the high

school of Winchester as instructor in Latin and Greek, and taught those branches until 1881, when he passed the supervisor's examination for teachers in Boston with signal honor. He then returned to Cambridge with a view of preparing for a professorship in history, in which study he had obtained marked distinction while in college. After one year of study his plans were changed and he entered the Harvard Law School, graduating with the degree of LL. B. in 1885. While in the law school he taught at intervals as substitute in the public schools of Boston, and from 1883 to 1885 he was a tutor and proctor in Harvard College.

In January, 1885, he was admitted to the Boston bar, and in 1886 to the New York bar, surpassing all applicants in the superiority of his examination in each place. After graduating from the law school he went to New York city and passed three years in offices of prominent corporation law firms,—two years of the time in the capacity of managing clerk.

In 1888 he took a prospecting tour through the West and along the Pacific coast, and after due consideration decided to locate in Seattle, which he accomplished in 1889. To get a knowledge of practice in Washington, he first entered the office of the distinguished law firm of Burke & Haller, which firm was dissolved in December, 1889, by the death of the lamented G. Morris Haller. Mr. Woods then remained with Judge Burke until September, 1890, when he became a partner with the organization of the firm of Burke, Shepard & Woods, which firm still exists as one of the representative law associations of the city. The firm are attorneys for the Great Northern Railway Company, Mr. Woods giving particular attention to right-of-way matters, condemnation and other railway cases, and to suits in admiralty. He is a man of keen judgment and clear foresight, and, being a close student, is destined to rank with the foremost in the legal profession of the Northwest.



CAPTAIN N. L. ROGERS, one of the early sailing masters of Puget Sound, was born in Bath, Maine, April 10, 1837. His paternal ancestors were lineal descendants of John Rogers, of Smithfield, the martyr who was burned at the stake during the reign of Bloody Mary about 1550. The parents of our

subject, Noah and Harriet (Hodgkins) Rogers, were natives of Maine and Massachusetts, respectively, descended from Puritan stock. During the palmy days of ship-building in Bath, W. M. Rogers, uncle of our subject, was extensively engaged in that industry, which is continued by his son at the present time.

Nathaniel L. Rogers attended the high school of Bath until his fifteenth year, when he became desirous of seeing the world through the channels of the high sea, and he shipped as common sailor in the European trade, sailing from ports in the United States and Canada to ports on the Mediterranean sea, France, England, Germany, Scotland, Wales and the West Indies. He advanced so rapidly in the science of navigation that, three years later, he was taken from the fore-castle and promoted to the position of third mate of the Bath ship *Lizzie Harwood* while lying in the port of Havre, France, and the following year became second mate, in which capacity he sailed three years. In 1859 he shipped before the mast from Bath on the brig *Sheet Anchor* for San Francisco, California, arriving in June, 1860. He then shipped as first mate on the ship *Amethyst*, in the coal trade, running between Sehome, Bellingham bay, and San Francisco. He held this position for a period of about ten months, then shipped as first mate on the bark *Daniel Webster* and sailed for Shanghai, China, thence to Tien-Tsin on the Pei-Ho river, China, back to Shanghai, thence to Kanagawa, Japan, where the vessel was sold to the Japanese government, our subject returning to San Francisco as passenger on the ship *Carrington*, arriving at his destination in December, 1861. He then shipped as mate on the tug-boat *Fearless*, towing vessels over the bar at Coos bay, Oregon. In the spring of 1862 the excitement of the Salmon river mines in Idaho broke out, and, with three others, he packed two horses and spent six months prospecting and mining. Not being successful, they made their way back to San Francisco, arriving in October, one of the three having lost his life by the capsizing of the boat in the rapids of Snake river. Captain Rogers then again entered the coal and lumber trade of Puget Sound, continuing until the following summer, when he shipped as sailing master on the pilot boat *Daniel Webster*, owned by four pilots, and with them on board sailed for Shanghai, China, to enter into the pilot business from the mouth of the Yang-tse-Kiang

river to Shanghai. Captain Rogers left the boat at Shanghai, and for a few months was employed as inspector of customs in the Chinese customhouse, at that time conducted by the English. Cholera then broke out with its most terrible ravages, hundreds dying daily, and, to get out of the country, the Captain secured passage on the old ship John Jay. Disagreement subsequently arose between the officers and passengers, and the latter assumed command and obliged the Captain to make the port of Yokohama, Japan. The American consul took the captain and mate off of the ship and appointed another captain and mate, our subject being chosen as incumbent in the latter capacity. The boat then continued its way to San Francisco. Of the original number who left Puget Sound on the pilot boat only two besides Captain Rogers returned alive. After reaching San Francisco he left the sea for the mines at Virginia City, Nevada, and, after a short but disastrous experience in mining and dabbling in stocks, lost all his savings and once more returned to San Francisco and his legitimate occupation on the sea. In 1864 he entered the employ of Captain Renton as captain of the bark Nahumkeag, and later of the barks Huntsville, Scotland and Oak Hill—all sailing between Puget Sound and San Francisco. In 1868 Captain Rogers shipped as master on the steamship George S. Wright, owned by Jacob Hamm, of Portland, Oregon, the boat running between Portland and Puget Sound and British Columbia ports. In 1869 Ben Holliday bought the ship, and Captain Rogers was then transferred to the steamers Gussie Telfair and California, running over the same route. In 1870 Ben Holliday secured the mail contract between Portland and Sitka, Alaska, and Captain Rogers was then transferred to that route, which he sailed for about two years. In the latter part of 1872 he again left the sea, and, in partnership with John Nation, started a brass foundry, which was operated for one year and then burned out, entailing a total loss of stock and machinery. He then made a voyage as mate on the bark Garibaldi, going to China and Japan, and then back to Portland, where he arrived after an absence of nearly one year. He then went to San Francisco and took charge of the ship Enoch Talbot, which he sailed in the coasting trade until August, 1875, then left the ship in San Francisco and came to Seattle, where he has since resided. He was master and

pilot of several passenger steamers and towboats, and part owner of two until 1885, when he became associated with Mr. D. E. Durie in the produce, feed and commission business. On the 6th of June, 1889, by the great fire in Seattle the business was completely wiped out. In July, 1889, Captain Rogers was appointed Harbor Master of the port at Seattle, which position he held until the change of city government in November, 1892, when he was succeeded, and since then has not engaged in business. In 1879 he bought property on the corner of Third and Lenora streets, which he has improved and there resides.

He was married in Portland, in 1870, to Miss Julia M. Nation, who died November 22, 1889, leaving two sons: Frank and Henry. The Captain was again married in Seattle, in 1891, to Mrs. Ida E. (Gray) Schaar, a native of New York. Socially, the Captain affiliates with the K. of P. and the American Association of Steamboat Masters and Pilots.



JOHAN FREDERICK SCHEUCHZER was born in Zurich canton, Switzerland, September 2, 1854, son of Sigmund and Anna (Lee) Scheuchzer. In 1872 he left home, went to Germany, and there entered upon an apprenticeship to the trade of upholsterer. He devoted two years to learning the trade. During this time he had to support himself, which he did by working after regular hours. It was in the contract that he was to pay 200 marks to the party of whom he learned the trade, in order to do which he remained there still another year. He then became a member of the Upholsterer's Guild, and under its direction he traveled from city to city until all the principal cities of Europe had been visited, working at his trade wherever he stopped. April 1, 1880, he arrived in New York city, whence he came west to Chicago, where he worked at his trade for six months. The following eighteen months were spent in St. Louis, and at various points in Colorado and Arizona, where he pursued various callings. From Arizona he directed his course into Lower California, but remained there only a short time, and then came north to California, where for nine months he worked in the borax fields. After that he spent a brief time in San Francisco, and from there came to Seattle, Washington, landing at the latter place on Christmas Day of 1883.

He remained in Seattle three months. The first work he did there was to help to grade Front street. Then he came to Snoqualmie prairie and located a ranch, but he abandoned it not long after, and paid \$25 for another man's right to the ranch on which he now lives. He proved up on this claim under the homestead law in 1890.

Mr. Scheuchzer was married March 20, 1889, to Mrs. Addelle (Seitz) Pike, a native of Missouri, a widow with two children, Ella Frances and John Taylor, aged ten and eight years respectively. Mr. and Mrs. Scheuchzer have two children: Carry Anna, born December 19, 1890; and Charles Frederick, November 20, 1892. Mr. Scheuchzer built his elegant residence on the headwaters of the Snoqualmie river, and it is located in the midst of magnificent mountain scenery which will compare favorably with that of his native land.

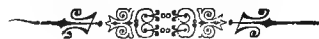


B J. GANO, a farmer of Klickitat county, was born in Virginia, in August, 1833, a son of Stephen and Mary Gano, natives of Virginia and Maryland, respectively. The parents spent a portion of their lives in Illinois, and afterward removed to Missouri, where they subsequently died.

B. J. Gano, our subject, spent his early life in Illinois and Missouri, but the West and particularly the Pacific coast offered greater opportunities for an ambitious mind. Accordingly, in 1875, he crossed the plains to California, where he remained several years. He then came further north, was one of the first settlers of Klickitat county, Washington, where he first took a homestead of 160 acres, but has since added to the original purchase until he now owns 320 acres of well improved land, located three miles from the county seat, Goldendale. During the last year the corn and wheat on this place averaged twenty and twenty-five bushels per acre, respectively, and he also raises a variety of fruits and vegetables.

Mr. Gano was married in Illinois, in 1854, to Miss Clarinda Hoffman, a native of that State and a daughter of John and Amelia (Boyle) Hoffman, natives of Kentucky, who afterward moved to Illinois, where they subsequently died. To this union have been born six children: Amelia Maddux, Mary E. O'Neil, Laura E., George B., Toinette McLeod and Edmonia Stith. Mr.

Gano takes an active interest in political matters, voting the Democratic party. He is also active in school matters, has held the office of Clerk and Director, and has also served as Road Supervisor many times.



I COLVIN, a prosperous farmer and stock-raiser of Thurston county, Washington, residing near Tenino and widely known as a liberal-minded and public-spirited citizen, was born in Boone county, Missouri, December 14, 1829. His father, Benjamin Colvin, was a native of Culpeper, Virginia, whence he afterward removed to Boone county, Missouri, where he grew to manhood and married Sophie McBain of the latter place.

The subject of this sketch resided with his parents on a farm until he was twenty years of age. He then, in the spring of 1849, started westward, going first to Fort Leavenworth, Kansas, where he was engaged by the United States Government to drive a commissary wagon between Forts Leavenworth, Hall and Vancouver. He made but one trip, however, for after remaining two weeks in the last mentioned place he drew his salary and crossed the Columbia river. Here he went to work at making shingles, for \$90 a month, at which he continued until 1850, when he started for Olympia. He came up the Cowlitz river to the landing and there hired a horse and guide from the Hudson's Bay Company, and proceeded to New Market, now Tumwater. He there secured employment from a sawmill company, for whom he worked in the woods for two years, at cutting piles.

At the end of this time, in company with Jesse Ferguson and others, he started on a prospecting tour to Queen Charlotte's island, where they were wrecked and captured by the Indians, and after fifty-four days in bondage were ransomed by the United States Government and brought back to Olympia. After this, a second expedition was made by the subject of this sketch and others, as formerly, in search of gold, but they were again unsuccessful, remaining but six months on the island, when they returned to Tumwater. Mr. Colvin was then employed in a sawmill until 1854, when he went to Grand Mound Prairie and settled on a donation claim of 320 acres, on which he lived until the outbreak of the Indian war, in 1855.

At this time he joined the volunteers under Captain C. Eaton, and was one of the party who brought back the dead and wounded to Steila-coom from the place of massacre by the Indians, among the unfortunate victims being J. McCallister.

On the disbandment of the volunteers, Mr. Colvin returned to his farm, where he continued uninterruptedly until 1863, at which time he made a trip to Salmon river mines, remaining there, however, but a few months, when he again returned to his claim and began farming and stock-raising on a large scale. He has a number of costly buildings and a great many head of cattle besides other valuable stock, and is classed among the successful stock-raisers of the county. He owns three large farms in Lewis county, besides his home place of 3,000 acres, being altogether one of the largest land-holders in his vicinity. Nor is this prosperity begrudged him by his neighbors, by whom he is justly regarded as a hard working and enterprising man, generous in his assistance to others and taking a commendable interest in his community, to the welfare of which he liberally contributes.

In October, 1866, Mr. Colvin was married to Mrs. George Rector, whose maiden name was Emma Peck, and who was born in Illinois. Her father, Washington Peck, was born in Massachusetts, in 1801, while her mother, *nee* Mary Wilcox, was a native of Nova Scotia, born November 27, 1806. With her parents, she has led a cosmopolitan life, living at different times in Wisconsin, various portions of Canada, in Missouri, New Mexico, and finally settling in Lewis county, Washington. She was first married in 1859, to George Rector, and they had three children. She afterward secured a divorce from him, and in 1866 was married to Mr. Colvin, and by her second marriage has four children: Ben Colvin, of Lewis county; Nellie G., Sadie J. and Fred A., at home. The family enjoys high social standing in the community in which Mr. Colvin is a representative citizen.



JOHAN F. GOWEY, vice-president of the First National Bank of Olympia, Washington, and a progressive, public-spirited citizen, was born in North Lewisburg, Ohio, December 7, 1846. He traces his descent from

one of the first of those who emigrated from Amsterdam, Holland, to this country, this ancestor having arrived about 1650, and settled in Beaverwick, now Albany, New York. The family name was originally spelled "Goewey," but the grandfather of the subject of this sketch, John Govey, dropped the superfluous "e," this change being adopted about the year 1800. His paternal ancestors were land-holders and thrifty agriculturists. The first American representative of the maternal ancestry was Isaac Willey, of Wilshire, England, who emigrated to this country in 1640, first settling in Boston, and being one of the men who went with John Winthrop, Jr., and settled at New London, Connecticut, in the year 1645. During the Revolutionary war Abraham Willey, the great-great-grandfather of our subject, was a private under his brother, Captain John Willey, in the First Company of the Fourth Battalion, which was commanded by Colonel Joseph Spencer. Abraham was one of that memorable Lexington Relief Corps, numbering forty-three men, who marched from East Haddam, Connecticut, to Boston, during the Lexington campaign. The family were prominently connected with the early colonial, and later State, organizations, being ably represented in the various professions of the ministry, law and literature. Hartland D. Govey, the father of the subject of this sketch, was born in Nelson, New York, in 1821, but removed to Ohio in boyhood. He there secured a classical education and began teaching in Knox county, that State, at the early age of sixteen years. He was married at Delaware, in the Buckeye State, February 11, 1846, to Miss Elisa A. Willey, an intelligent and accomplished lady, who was born in Worthington, Ohio, in 1824. After marriage they settled at North Lewisburg, where Mr. Govey engaged in civil engineering and the mercantile business. He was appointed Postmaster in 1852 by President Franklin Pierce, and held that office continuously until 1885, a period of thirty-three years. In 1892, when seventy-one years of age, he was elected Mayor of the city of North Lewisburg without an opposing candidate. Mr. and Mrs. Govey had three children, two of whom lived to maturity: John F. and Marcus C., the latter now a prominent attorney of North Lewisburg.

John F. Govey, whose name heads this sketch, received his preliminary education in his native town, which was supplemented by a course of studies at the Ohio Wesleyan University, but

owing to failing health he did not graduate. In 1867 he began reading law with General John H. Young, of Urbana, Ohio, and was admitted to the bar May 10, 1869. He commenced his practice at Woodstock, Ohio, whence he returned to Urbana in 1875, and became a member of the law firm of Young, Chance & Gowey. In 1868 Mr. Gowey was elected Clerk of the Board of Rush township, which office he held for seven years. He was elected to the Legislature for the short term in 1873, and re-elected in 1874 for two years. In 1876 he was elected Prosecuting Attorney of Champaign county, to which position he was re-elected in 1878, serving for four years thereafter. He was elected a delegate to the National Republican Convention at Chicago in 1880, and helped to nominate General James A. Garfield for President. He was also a member of the State Central Committee. In 1882 he was appointed by President Chester A. Arthur Register of the Land Office at Olympia, Washington Territory, which appointment was confirmed by the Senate. In June of that year he removed to his new field of labor, and served in the capacity named until August 1, 1886, when he resumed the practice of law. In September, 1887, he retired from practice to accept the position of President of the First National Bank of Olympia, in which position he continued with credit to himself and satisfaction to his associates until his resignation in October, 1890. He, however, was not permitted to sever his connection with an office which he had filled so ably, but was elected vice-president of the bank in April, 1891, which position he still retains. His reputation for honor and business integrity, together with his well-known financial ability and general excellence of character, have contributed to inspire in the community confidence in the bank with which he is connected, to which fact much of its merited prosperity is attributable.

The people of Washington have vied with those of Ohio in electing him to prominent positions of trust. In the fall of 1886 he was elected to the upper house (Council) of the Territorial Legislature, serving through the sessions of 1887 and 1888. In 1889 he was Judge Advocate General, with the rank of Colonel, on the staff of Miles C. Moore, Governor of the Territory, and at the same time was elected Mayor of the city of Olympia, to which latter office he was re-elected in January, 1890, without an opposing candidate, that being a kind of

hereditary characteristic of the family. He was a member of the Constitutional Convention of 1889, and was elected Chairman of the Republican State Committee during the first State campaign. In 1890 he was appointed Regent of the State University by Governor Elisha P. Ferry. In August, 1890, he was appointed by President Harrison and confirmed by the Senate as Consul-General to Japan, but, owing to the condition of his health, he was unable to go to his post of duty and resigned in January, 1890.

Mr. Gowey was first married at Woodstock, Ohio, April 25, 1867, to Miss Clara, daughter of George and Rachel McDonald, and they had one son, Frank McDonald. His second marriage was consummated with Miss Georgiana Stevens (daughter of Dearborn and Olive B. Stevens), whom he married in Olympia, Washington.

Fraternally, Mr. Gowey is a Freemason, having received the thirty-third degree, Scottish rite, and is a member of the Sons of the American Revolution.

Those who have followed thus far the record of Mr. Gowey's life will readily deduce correct conclusions as to his worth of character and business ability, which have not only gained for himself financial prosperity and universal esteem, but have contributed materially to the growth and welfare of his community, and, incidentally, the State at large.



JAMES REWELLING WOOD, a Washington pioneer, now living in retirement in Olympia, enjoying that ease and comfort which is the reward of his early labors and hardships in a new country, is a native of the extreme East, having been born at Dutchess county, in the town of Heuston, New York, a small town situated ten miles from Poughkeepsie. His parents, Isaac and Catharine (Babcock) Wood, afterward removed to Otsego county, the same State, and a few years later to Canajoharie, Montgomery county, where they lived until 1841, the father being employed at his trades of cooper and brewer. They then removed to Utica, Michigan, where the father of the subject of this sketch became the owner of a sawmill, which he operated, in connection with the coo-pering business, assisted by his son James.

When about twenty-one years of age, James Wood, of this notice, was married, May 19, 1847, to Delia Smith, of Utica, Michigan. He left home and went farther west, to Walworth county, Wisconsin, where he resided until August, 1848, at which time he removed to Kenosha, Racine county, where he remained until April of the following year, when, leaving his wife with his mother, he and his father started for the gold fields of California, about which there was then such great excitement. On the way across the plains, they stopped in Wyoming and the Black Hills, to prospect, going thence to Colorado, in which Territory they camped, July 4, 1849, at Greenhorn, twenty-seven miles from Pueblo.

Thence they continued their way southward, via the Raton mountains, passing through Las Vegas and Socorro, New Mexico, along the trail made by Lieutenant Cook, during the Mexican war, thence through Santa Cruz, old Mexico, Tucson, Arizona, San Diego and Los Angeles, California, finding in the latter place a solitary frame building. On Christmas Eve, 1849, they arrived at Santa Ana, the latter State. In March, 1850, they started from San Pedro, California, in a vessel for San Francisco, at which latter place they arrived March 12, 1850. Thence they proceeded to a mining town, twenty miles inland, where they worked at mining and butchering until 1851, when they started for Astoria, Oregon, going thence to the coast, arriving in Olympia in December, 1851. Shortly afterward, James Wood took a donation claim of 160 acres in Thurston county, Washington. In 1852 and 1853 he worked at coopering, and later as a general contractor in Olympia, until 1855, the time of the outbreak of the Indian war. He then, in response to a requisition by Governor Stevens, joined Company B, serving under Captain Hays and Lieutenant J. Hurd until the close of the war, after which he returned to Olympia, and resumed his work as contractor and builder.

His first wife having died in the East shortly after his departure to the mines, he was re-married, in February, 1859, to his present wife, Elizabeth Pullen, a widow with two children: James E. and Annie J. He and his wife have two children: Oscar and Addie.

In 1861, the subject of this sketch, in company with his father, built a brewery in Olympia, which they successfully operated for twenty years. Mr. James Wood then sold out his

interest and bought a farm not far from town, but, later, tiring of that, he again sold out and returned once more to his favorite city of Olympia, which he has ever since made his home, living retired from active business, finding in the society of his family and that of his numerous friends a sufficient recompense for his many years of hardship and labor.



EMANUEL NEILSON, a resident of Woodinville, King county, Washington, is another one of the prosperous men of this vicinity whose native place is Norway. He was born April 16, 1840. In 1870 he came to America, and first located in Chicago, where he worked at his trade, that of ship carpenter, four years, having learned this trade in the old country.

Mr. Neilson dates his arrival in the Sound country in August, 1874, having come hither by way of San Francisco. During the first two months after his arrival here he was in the employ of Mr. Hall, in the Port Ludlow shipyard. Then he went to Port Blakely, where he remained until January, 1876. At that time he came to Seattle. He continued working at his trade until June 24, of that year, when he located a ranch on Samanish (or Squak) slough, near Woodinville. At the time he located this claim the land here was all claimed by the Northern Pacific Railroad Company, but later it was declared Government land, and Mr. Neilson then entered a pre-emption. He finally secured title to his place under the homestead law. He has cleared fifteen acres of the land, and has it under cultivation. He also owns the hotel in Woodinville.

Mr. Neilson was married May 17, 1860, to Guerte Eugebresen, a native of Norway. Their only child is Boelete Jaderholm.



JOHN E. BUNKER, another one of the successful men of Lewis county, Washington, dates his birth in Caledonia county, Vermont, in 1841. He lived there until he was thirteen years of age, when he moved with his parents to Farmington, Minnesota. Three years later they moved to Page county, Iowa,

and the next year, 1860, went to Nevada, locating at Carson City. After they had been there about three years, they moved on to Sacramento county, California. After three years spent in Sacramento county, Mr. Bunker came to Washington county, Oregon, and three years later to Lewis county, Washington, landing at the latter place in 1871. Here he has since lived and prospered.

Mr. Bunker married Jerusha I. Meloy, a native of Multnomah county, Oregon.



DR. JOHN COE KELLOGG, a Washington pioneer of 1852, and now a resident of Seattle, was born in Starkey, Yates county, New York, October 11, 1820.

His ancestors settled in New England about 1700, and subsequently engaged in the manufacture of woollen cloth at Great Barrington, Massachusetts, where Chester C. Kellogg, the father of our subject, was born. About 1800 he moved with his parents to Auburn, New York, then a town of three or four frame buildings, where his father built a small woollen factory and dye house, and there Chester C. learned the trade. In 1815 he went to Starkey and bought an interest in a mill, and subsequently married Miss Martha Coe, a native of Connecticut. Continuing his saw and woollen mills until 1833, his property was destroyed by flood and fire, and in 1835 he removed to Huron county, Ohio, and engaged in farming and there passed the rest of his life.

John C. was educated in the public schools of Starkey and at the Milan Seminary at Huron, attending to farm duties when not engaged in study. Having spent his boyhood in his father's mills and having a liking for machinery, his desires turned later in that direction, and in 1840 he went to Pittsburg, Pennsylvania, to learn the trade of machinist. After six months in a shop, he boarded a steamboat running to New Orleans, working in the machine department. At New Orleans, in 1842, he shipped with Raphael Semmes—the notorious blockade runner of the Civil war and of steamship "Alabama" fame—on board the United States steamer "Pointset," in the engineer department, the vessel being engaged in the survey of the Florida coast, with headquarters at Pensacola. During the excitement of annex-

ing Texas to the United States they carried Waddy Thompson from Pensacola to Vera Cruz with important dispatches to Santa Ana, the President of Mexico, who then proclaimed that if Texas were annexed war would be declared against the Republic of Mexico, which led up to the war of 1846.

Having contracted malaria along the southern coast, young Kellogg returned to his old home in Ohio in 1845, and while being treated he became interested and engaged in the study of medicine, which he pursued in the office of Dr. John Sayles, an eclectic practitioner in Berlin; and, later, attended a course of lectures at the homeopathic college in Cleveland. In 1848 he went to Hillsdale county, Michigan, for his health, engaging in the sawmill business and continuing the study of medicine. In 1850 he returned to Berlin and, after another course of lectures in Cleveland, entered into practice with Dr. Sayles. Removing to Concord, Michigan, he there followed his profession until the spring of 1852.

At that time, because of continued ill health and severity of climate, he decided to come to the Puget Sound country, about which he had heard and read much. Arrangements were then perfected and in April he started with his wife and family across the plains, with two wagons, six yoke of oxen and some loose cattle. The train numbered about sixteen wagons and forty people, under the command of James Olds, who had crossed the plains in 1851. Much sickness was experienced upon the journey and they made frequent stoppages to relieve the afflicted. The Doctor started out with a large stock of medicine, which stood him in good stead, and by his skillful treatment in malaria and typhoid cases there was but one death in his company. As the journey progressed they were frequently annoyed by the insults and depredations from the reckless and irresponsible young men who were trying to beg and steal transportation. These troubles came to a climax at Salmon Falls, on Snake river, where William Pierce, a reputable emigrant, was shot by one Donahoo. The latter was suspected, arrested, tried and convicted to be shot, after which he confessed the crime. He was then taken to the body of his victim. Six guns were loaded,—a part with blank cartridges,—six men were selected to fire them, the murderer was killed, and both he and his victim were buried in the same grave! This treatment produced a salutary effect, and thereafter the

young men were respectful and orderly. Duly arriving at the Dalles, they proceeded by the river to the Cascades and were there caught in a snow storm, remaining for three weeks in tents, while all their animals died from exposure and starvation. The journey was then continued by flat-boats to Vancouver, arriving in November, 1852, nearly eight months after the date of starting. Captain U. S. Grant, afterward President of the United States, was then in command at Vancouver.

Dr. Kellogg had made such a reputation by his skillful practice upon the plains that he was offered \$4 per mile for fees if he would attend the sick of the locality, and he followed his profession during the winter. In the spring of 1853 he joined a small company, dug out a canoe, and, leaving his family provided for, started for Whidby island, Puget Sound, by the Columbia and Cowlitz rivers. Arriving at Olympia and learning of the Indian troubles further north, he decided to locate on South bay, near Olympia, and sent for his family. Before filing his claim, he learned of the fertility of the Whidby island, went up to look over the country, and in the fall of 1853 moved his family to that point and located his donation claim, 320 acres. September 22, 1853, he set the first stakes for his cabin by the setting sun on what is now known as Admiralty Head, where the lighthouse now stands. He then engaged in farming, and by circumstances was forced into the practice of medicine and surgery, which he followed very successfully for a number of years. During the Indian troubles of 1855 many depredations were committed and his life was threatened; so he removed his family to Port Gamble, where he continued his practice, returning to the island after peace was declared. In 1870 he moved to Seattle to educate his children, and since then has traveled back and forth as circumstances directed. His farm has been increased by purchase to 360 acres, and is now managed by his son, Albert H. The soil is very productive, averaging thirty-three bushels of wheat to the acre, and about 250 bushels of potatoes.

He was married in Litchfield, Hillsdale county, Michigan, in 1849, to Miss Caroline Terry, a native of New York, who died in January, 1891. They had four children, two of whom survive, Albert H. and Alice, the latter being the wife of R. H. Denny, of the banking house of Dexter, Horton & Co.

Dr. Kellogg is a Republican in politics, and besides filling several of the county offices served one term in the Territorial Legislature and was a member of the Constitutional Convention of 1889. He is a man of genial disposition and sound judgment, and enjoys the confidence and respect of a large circle of friends and acquaintances.



THE STEAMER FLYER.—This is the fastest vessel that plies the water of Puget Sound, and is considered the peer, in point of speed, of any steamer on the Pacific coast.

She began her trips in the interest of the Columbia River and Puget Sound Navigation Company, in 1891. The first man to command her in Puget Sound waters was Captain Harry Struve. After a few months the boat was laid off, but on May 14, 1892, she resumed her trips, under command of Captain John Jordison, the present commander. While lying in the dock at Seattle, June 14, 1892, she caught fire and burned down to the deck; was rebuilt, however, and by September 10, 1892, was again in running order. Since that date the boat has been in regular operation between Tacoma and Seattle, a distance of twenty-seven and a half miles, making a number of trips each day, and each trip requiring only an hour and thirty minutes. The docking of this vessel at these two cities is on schedule time, being as regular as any passenger train on a well-regulated railroad. This punctuality is accounted for by the fact that the boat is manned in its every department by picked men; but the machinery, of course, has much to do with her work. The engines were built by the Naeff & Leery Company, of Philadelphia, Pennsylvania, and are of the triple-expansion type, of recent design, consisting of one high-pressure cylinder, twenty-one inches in diameter, one intermediate cylinder, thirty-three inches, and one low-pressure cylinder, fifty-four inches, with a common stroke of thirty inches. The wheel is of manganese bronze, eleven feet in diameter, and having a pitch of sixteen and a half feet. The engines at full power indicate 1,735 horse-power. Steam is supplied by one boiler of the locomotive type, which has a grate surface of 100 feet and a heating surface of 4,700 feet. It steams with a natural draught. Wood is the fuel used.

The officers of the *Flyer* are as follows: Captain, John Jordison; pilot, Harry Carter; first officer, Isaac Ellison; chief engineer, Samuel Sutton; first assistant engineer, Mr. Short; purser, A. J. Taylor; and steward, Mr. Knox.

Captain John Jordison was born in Yorkshire, England, and was reared in Sunderland, county of Durham. He went to sea at the age of nine years; at twelve was apprenticed on the ship *Athelbut*; went to San Francisco, and thence to Bunow's inlet; was five or six years in deep-sea sailing, all over the world; came into Puget Sound service in 1876, and has since continued here. He was in succession captain of the following boats: *Maggie*, *George E. Starr*, *Hasslo*, *Emma Hayward*, *Sehome*, *North Pacific*, *Olympia*, *Bailey Gatzert*, *Idaho*, *Bailey Gatzert* again, *Fleetwood*, and finally of the splendid *Flyer*. The first named in this list was a schooner, all the rest being steamers. Captain Jordison is a member of the American Brotherhood of Steamboat Pilots, and is considered one of the ablest commanders on the Pacific coast.

Captain Harry Carter, pilot of the *Flyer*, was born near Kingston, New Brunswick, and was reared at Lockhaven, Pennsylvania. He spent one year in Wisconsin, then came to Puget Sound, and became a deck hand on the *Alida*, following with similar service on several boats. Subsequently he was made watchman, and finally became mate on the *George E. Starr*. In the capacity of mate he served in Puget Sound and Columbia river waters on the following vessels: *North Pacific*, *Idaho*, *Emma Hayward*, *Hasslo*, *State of Washington*, *T. J. Potter* and *Sehome*. On the last named vessel he first became pilot, qualifying in 1886; later served as such on the *Skagit Chief*, *Fair Haven* (of which he became captain, serving until he was laid up), *North Pacific*, *Mollie Bleaker*, *State of Washington*, *Bailey Gatzert*, and since September 14, 1892, has been pilot on the *Flyer*. He is also captain of the *Fleetwood*, the Sunday boat. He belongs to Puget Sound Harbor, No. 16, American Brotherhood of Steamboat Pilots, Seattle.

Isaac Ellison, first officer of the *Flyer*, is a native of Liverpool, England, born in 1848, and reared there. Since 1862 he has been identified with navigation. He came to San Francisco on the *Ellen Norton* in 1863, and steamboated on the river to Sacramento on the *Chrysopolis*; for some time he ran in the coast trade, on the side-wheeler *California*, to Mexico, and on the

old *Corneilian* and *Paul Pry*, to Stockton; and to Sacramento on the *Chrysopolis*, *Amador*, *Yosemite* and *Capitol*. In 1867 he went to Oregon, and thence, on the *John L. Stephens*, to Sitka with the United States soldiers, where he witnessed the raising of the American flag over Alaska. He navigated the Oregon river, making a few trips to Alaska on the *George S. Wright*, *Little California*, and *Gussie Telfair*; ran on the Oregon Steam Navigation Company's boats, *Couch*, *Julia*, *Okanagom*, *Fannie Throop*, *Dixie Thompson*, *R. R. Thompson*, *Mountain Queen*, *Little Idaho*, *Governor Grover*, *Yakima*, *Wide West*, *Reed*, *Hayward*, *Willamette Chief*, and others. During that time he was off and on between the Sound and Columbia river and San Francisco. He has been continuously on the Sound since 1882, and has served as mate on the *George E. Starr*, *North Pacific*, *T. J. Potter*, *Hayward*, *Hasslo*, *Sehome*, *City of Seattle*, *State of Washington*, *Skagit Chief*, *Fair Haven*, *Fannie Lake*, *Olympia*, *Idaho*, *Quincy*, *Anderson*, *Little Washington*, and since September 2, 1892, he has been in his present position on the *Flyer*. He has navigated the Pacific coast waters from Cape Horn to Alaska.

Samuel Sutton, chief engineer of the *Flyer*, came to the Pacific coast in 1883, from the ship-building firm of John Roach & Sons, Chester, Pennsylvania. He has since been employed by the Pacific Mail and Pacific Coast Steamship Companies as first assistant engineer, and later by the Oregon Improvement Company as chief engineer. After the loss of the steamship *Eastern Oregon*, he was appointed by the Columbia River and Puget Sound Navigation Company to be chief engineer of the steamer *Flyer*. Mr. Sutton is recognized by his fellow-officers and employers as having no superior in his line on the Pacific coast. His practical education covers a wide range, from the manufacture of the machinery to the handling of every portion of it, and his love for reading on the subject has given him a fine technical knowledge of his profession.

Mr. Sutton is ably assisted by Thomas Short, an efficient engineer and machinist.

A. J. Taylor, the purser of the *Flyer*, was born at Newtown, Connecticut, May 16, 1858, and is a son of Alonzo and Elizabeth (Mantz) Taylor. He was reared there and received his education at Newtown Academy. After leaving school he clerked in a store in his native town, was subsequently employed in a similar capacity

at Bridgeport, and in 1883 engaged in business for himself at Norwich, running a wholesale and retail book and stationery establishment, and also manufacturing blank books. In 1888 he sold out, and as commercial traveler was employed by F. E. James & Co., New York, with whom he remained until July, 1891. The following October he landed at Puget Sound. He fitted up the *Flyer* at Portland for the Sound service. He was purser on the *Bailey Gatzert* while waiting for the *Flyer's* arrival, and when the latter boat came up he became her purser. He has since remained purser, and has alternated between the *Flyer* and the *Bailey Gatzert*.

Mr. Knox, the steward of the *Flyer*, although still a young man, has had several years' experience at sea, and has sailed all over the globe. He is especially fitted, both by nature and by training, for the steamboat service.



RICHARD HYATT LANSDALE, M.D., of Olympia, Washington, is ranked with the Pacific coast pioneers of 1849.

He was born in Montgomery county, Maryland, December 23, 1811, son of Richard and Jemima (Hyatt) Lansdale, natives of the same State, where their ancestors had long resided. Richard Lansdale was a carpenter by trade, but was chiefly engaged in the milling business. In 1816 he removed to Champaign county, Ohio, and built a flour mill, which he continued to operate the rest of his life.

Richard H. was left an orphan at the age of ten years, and was then placed with Roswell Sabin, M. D., of Troy, Ohio, who gave him a liberal education in the sciences, languages and medicine. He attended lectures at the Medical College of Cincinnati, a branch of the Miami University, and afterward commenced practice with Dr. Sabin, continuing with him until 1834, when he located at Warsaw, the county seat of Kosciusko county, Indiana. Dr. Lansdale was one of the pioneers of that town, helped to lay it out, and conducted a general practice there.

He was married at Troy, Ohio, in 1838, to Miss Mary Culbertson, and in 1840, on account of his wife's failing health, they left Warsaw and returned to Troy, where she died in 1841.

In 1843 Dr. Lansdale removed to Maumee City, Ohio, where he resided until 1846, when

he decided to come to Oregon, which at that time embraced the entire Northwest. Reaching Mt. Carmel, Illinois, he there made a sojourn of one year, engaged in the practice of his profession. Then he went to St. Joseph, Missouri; and there joined the Missouri battalion of mounted volunteers, which was sent to the frontier to relieve the "Mounted Rifles," during the latter's absence while participating in the Mexican war. The Doctor was paid off and discharged in the fall of 1848, and passed the winter at Fort Des Moines, Iowa. In the spring of 1849 he joined a California emigrant party and crossed the plains with ox teams, via Salt Lake City, to Sacramento, where they arrived in the fall. The gold mines offered no inducement to the Doctor, as his objective point was Oregon, and he proceeded by the first ship to San Francisco, thence by first ship to the Columbia river, crossing the Columbia bar October 24, 1849. The headwaters of the Puget Sound being the Mecca of his pilgrimage, he proceeded up the river; but finding no guide at the mouth of the Cowlitz river he continued his journey to Portland, and thence to La Fayette, where he passed the winter. In January, 1850, he crossed the Columbia river and bought 160 acres of land, and thereon platted the town of Vancouver, had a sale of lots, and opened an office for the practice of medicine. He was appointed Postmaster, the first postmaster north of the Columbia river. He helped organize Clarke county, and was its first County Auditor. In December, 1850, he started for the Sound country, and landed at Olympia in January, 1851, this city then being composed of only a very few houses. The Doctor continued his journey down the Sound, and took a claim of 320 acres of Whidby island, under the donation law. He located the town of Coveland, which became the county seat and which was subsequently changed to Coupeville. He helped organize Island county, and followed a general practice until 1854, when he was appointed Indian Agent by President Pierce, and held the office for six years.

In 1861 Government business called Dr. Lansdale to the East, whence he returned in the spring of 1862 and settled at The Dalles, Oregon, where he served as Clerk of the Circuit Court for two years. Again he went East to make final settlement as Indian Agent, which settlement eventuated in his receiving over \$10,000, the balance found due him. While attending to this settlement, he attended lectures

in the medical department of the University of the City of New York, in which school he graduated in 1867.

Returning to Oregon, he practiced two years at Dayton, then went to Tacoma, Washington, and established himself in his profession. He also bought a land claim in King county. In 1873 he was appointed physician to the Skohomish Indians, remaining as such till 1876, when he returned to Olympia, and the following year built his present residence. In 1879 he was physician in charge at the Quinaiutt Indian agency, and served one year. Retiring from active practice in 1880, he has since devoted his time to the care of his property interests.

Dr. Lansdale was married at Oregon City, September 12, 1860, to Mary, eldest daughter of Charles Pope, an Oregon pioneer of 1851, who came to the coast from New York city around Cape Horn, on the bark Coloma. Mr. Pope conducted a mercantile business, and was favorably known throughout the State. Following are the names of the children of our subject: Mary P., wife of Clayton Aldrich; Charles T.; George H., deceased; and Annie E., wife of Judge M. A. Root.

The Doctor and his genial wife have been members of the Methodist Church since childhood, and, sweetened by its holy influences, they have borne the burdens of pioneer life, and are worthy types of those strong, resolute characters who did so much toward developing the great Northwest.



GODFREY WELLER is a native of Germany, and was born in Wurtemberg, Oberamtb, Marbach, town of Hof and Lembach, on December 13, 1838. His parents were George and Dorothea (Falin) Weller, both of whom died in Wurtemberg. Until fourteen years of age Godfrey lived with his parents, receiving his preliminary education and afterward working on his father's farm.

In 1858 he sailed from Liverpool on the ship Meader to Australia, and landed in Melbourne, whence he proceeded to Bendigo, where he learned the butcher's trade from his oldest brother, Henry. In 1864 he went to California and worked on a farm in Alameda county, but soon secured employment at his trade, engaging with James Asburg, at Woodland, Yolo county. He finally came to Steilacoom, Washington, in

January, 1871, by the way of Victoria, and there engaged in the butchering business, in company with his brother George, with whom he continued for a year and a half. He then went to old Tacoma, and was there employed as butcher for Dooly & Chambers. While thus associated he delivered the first meat into the so-called New Tacoma, the same having been ordered by a Mr. Vinning, who opened the first meat market in the new town. Our subject returned to Steilacoom, where he again engaged in the butchering business in partnership with his brother, and where he remained for five years, when he moved out on to a farm with his brother-in-law, J. Lutiger. He then worked for a time at Carbonado, where he carried on a butchering business for the coal company. He finally returned to Tacoma, where he has since resided.

Mr. Weller has been very successful in his investments. Fifteen years ago he purchased real estate in Tacoma, and in 1889 he sold, for a consideration of \$1,000, one lot for which he had originally paid only \$250.

He was married in Steilacoom, May 2, 1874, to Miss Anna Lutiger, a native of Cam, canton Zug, Switzerland. They have three sons: Godfrey, George and Otto.



WH. ROBERTS, the present (1892) Clerk of Thurston county, Washington, was born in Toronto, Canada, in June, 1838. His parents, John and Helen (Johnson) Roberts, were natives of Ireland and Scotland respectively, immigrating to Toronto about 1835, where Mr. Roberts engaged in the mercantile business, which he followed through life. W. H. Roberts remained with his parents until his sixteenth year, improving the educational advantages offered him in that city, and securing a liberal musical education.

In 1851 the subject of our sketch started out in life for himself. He visited the United States, passing his time in many places and in various occupations until 1863, when he received direct information regarding the mining prospects of Montana. He was among the first to visit Virginia City, arriving there before any improvements were perfected. He was engaged in placer mining until January, 1864, when he was taken sick and the physicians ordered him

to California. The long intervening distance he successfully traversed with a mule team, arriving at San Francisco with improved health. There he enlisted in the Second California Volunteer Infantry, was sent to Arizona and took part in the war against the Apaches. In June, 1865, the forces were ordered to return to San Francisco, and were mustered out at the presidio.

Locating in San Francisco, Mr. Roberts was there engaged as an instructor in instrumental music until 1872. That year he came to Olympia, and, being pleased with the town and surroundings, at once decided to settle here, and here he continued as a music teacher. In 1879, at the urgent request of prominent friends in Port Townsend, he went to that place and taught a special class in music one year. While there he was appointed chief clerk in the custom-house, continuing in that office until a change of administration, when he resigned. At the convening of the Legislature at Olympia, in 1881, he was engaged as special correspondent of the Oregonian and Associated Press in reporting legislative proceedings. After the adjournment of the Legislature he was appointed Deputy Collector of Internal Revenue, and discharged the duties of that office about two years. Again resuming his profession of music instructor, he continued the same until 1890. That year he was elected by the Republican party to the office of Clerk of Thurston county, and also a Clerk of the Superior Court, and was re-elected in 1892.

He was married at Olympia, in February, 1891, to Mrs. S. M. F. Jones, a native of Tennessee. They reside on the corner of Water and Capital avenues, where they have recently completed a handsome cottage home.

Socially Mr. Roberts affiliates with the I. O. O. F., K. of P., R. S. G. F. and G. A. R., being also a member of the Episcopal Church.



A B. COWLES, of Olympia, Washington, was born in Bellona, Yates county, New York, in December, 1842. His ancestry came from the north of England. John Cowles, the first representative of the family in America, emigrated to the New World about 1630, and settled in Connecticut. From him

have descended men who attained prominence in the professions of law, medicine and the ministry.

The father of our subject, Zalmon J. Cowles, was born in Connecticut and learned the trade of cabinetmaker. He was married in Geneva, New York, to Miss Sarah Huber, a native of Pennsylvania and of German descent. They resided in Bellona till 1855, when they moved to Grand Rapids, Michigan. There Mr. Cowles purchased a sawmill and engaged in the manufacture of shingles and lumber. In 1857 he removed to Rochester, Minnesota, and established a furniture manufactory, which he continued to operate up to the time of his death in 1884.

A. B. Cowles was educated in the Grand Rapids high school and took a business course at Bryant & Stratton's commercial college at Chicago. With the breaking out of the war in 1861, he, with his father and brother, T. Z. Cowles, enlisted in the Second Minnesota Regiment, and all were assigned to the regimental band. The regiment served in the Western Department, under General George H. Thomas, their first battle being at Mill Springs, Kentucky. In April, 1862, after the battle of Pittsburg Landing, all regimental bands were mustered out by order of General Buell, and Mr. Cowles and sons returned home. The subject of our sketch was then appointed Deputy Postmaster at Rochester, and continued as such till the fall of 1863, when he went to Chattanooga and was in the Post Quartermaster's Department, being there during the battle of Mission Ridge. January 1, 1864, he went to Bowling Green, Kentucky, into an office of a similar department, and in December, 1864, he went to the field at Nashville, Tennessee, to the headquarters of the First Division, Sixteenth Army Corps, General A. J. Smith in command. After the battle of Nashville the army went up the Tennessee river to Eastport, Mississippi, and in January, 1865, to New Orleans; thence to Mobile bay, where he was stationed during the capture of Spanish Fort and Mobile. In April, 1865, the command moved to Selma, Alabama, and Mr. Cowles continued in the Commissary Department till January, 1866.

He was married at Selma, Alabama, May 5, 1866, to Miss Kate, daughter of James D. Monk, a prominent planter and wholesale grocer of that city. Mr. Cowles and wife returned to Rochester, Minnesota. He engaged in the furniture business with his father until December,

1869, when he went to Chicago and accepted the appointment of Deputy Recorder of Cook county. In June, 1873, he came to Olympia with Captain William McMicken, Surveyor-General of Washington Territory, as chief clerk, and continued in that position up to the Cleveland administration, being with General McMicken, then serving under J. C. Breckinridge until 1887, when he resigned. He then filled the office of Deputy County Auditor till August, 1889, when he again entered the office of the Surveyor General under T. H. Cavanaugh, continuing with him and his successor, Amos F. Shaw, to the present date.

Mr. and Mrs. Cowles have four children: Annie, Harry D., Helen A. and J. Tod. Annie is the wife of Colonel Charles E. Claypool, a prominent attorney of Tacoma.

During the sessions of the last Territorial Legislature of Washington, Mr. Cowles was elected Clerk of the Council. He is a prominent Mason, is Past High Priest of Olympia Royal Arch Chapter, No. 7, and was a charter member of the Olympia Commandery, No. 7, Knights Templar, of which he was elected the first Recorder, and is still discharging the duties of that office. He is Past Post Commander of George H. Thomas Post, No. 5, G. A. R. In every sense he is a representative man of the city of Olympia.



HON. RICHARD A. BALLINGER, Judge of the Superior Court of Jefferson county, Washington, was born in Boonesboro, Iowa, July 9, 1858. His parents, Richard H. and Mary E. (Norton) Ballinger, of Welsh-Scotch descent, were natives of Kentucky and New York, respectively. The Ballinger ancestry were of Revolutionary fame, while Colonel Richard Ballinger, and son, grandfather and uncle respectively of the subject of this sketch, filled in turn the office of Clerk of Knox county, Kentucky, for upward of fifty consecutive years. William Pitt Ballinger, a distinguished lawyer of Galveston, Texas, belong to the same family.

Richard H. Ballinger, father of the subject of this sketch, was, in early manhood, brought to Greene county, Illinois, by Justice Miller, and he studied law in the office of Abraham Lincoln. After his admission to the bar, he en-

tered into practice at Des Moines, Iowa, and later at Boonesboro. During the late Civil war, he enlisted in Company A of the Third Illinois Cavalry, in which he became Sergeant and by subsequent promotion rose to the rank of Captain. He then organized the Fifty-third United States Infantry of colored troops, of which regiment he was Colonel. He participated actively in the Vicksburg and Curtis campaigns and also that of the Mississippi river, under General Grant. After his final discharge, Col. Ballinger settled in Nilwood, Illinois, and engaged in the sheep business. After President Grant's inauguration, he was appointed Postmaster at Virden, Illinois, which office he held for six years. He then removed to Pawnee county, Kansas, where he engaged in the cattle business, becoming one of the founders of the town of Larned, and for several years editing the Chronoscope. He was very active in Republican politics, by which party he was elected Journal Clerk of the State Legislature, serving in that position as in every other, with honor and ability. In 1884 he removed to Chicago and thence, in 1888, to Decatur, Alabama, and engaged in the industrial development of the town. In 1890 he followed the Star of Empire to Port Townsend, Washington, which has ever since been his home and where he is engaged in the law and collection business, in the enjoyment of prosperity and universal esteem.

Hon. Richard A. Ballinger, a chip of the granite block, was primarily educated in the schools of Illinois, after which he prepared for college at the State University of Kansas and Washburn College, at Topeka. Then, acting on the advice of Senator Ingalls, in 1880 he entered Williams College, at Williamstown, Massachusetts, at which he graduated, in 1884, with the degree of B. A., being one of the orators of his class. Following this, he entered the office of Messrs. Judd & Whitehouse, of Chicago, where he engaged in the study of law, and was admitted to the bar at Springfield, Illinois, in January, 1886. Succeeding this, he settled in Kankakee, Illinois, and entered on the active practice of his profession, shortly afterward being elected City Attorney, which office he held until 1888. He then resigned that position to go to Decatur, Alabama, and was shortly afterward elected City Attorney of New Decatur, where he followed a general law practice. In January, 1890, he came to Port Townsend,

where for the first year he was a member of the law firm of Scott & Ballinger, later continuing his practice alone. He has been active in the courts of the State and his efforts have been attended with a high degree of success. Indeed, his experience here has been a series of honorable appointments and elections to responsible offices. He was appointed United States Commissioner of the Federal Court, by Judge Hanford, which position he subsequently resigned. In the fall of 1892 he became the nominee of the Republican party for Judge of the Superior Court of Jefferson county, to which office he was duly elected for a term of four years, and is now in the active discharge of his duties, his services being characterized by judicial skill, impartiality and honor.

The Judge was married at Lee, Massachusetts, in 1887, to Miss Julia A. Bradley, and they have one child, Edward B.

It has been wisely said that a State cannot rise higher than the component parts of its civilization, hence the cause of Washington's phenomenal strides in commerce, education, government and morality, may be attributed to the character of her homes and private individuals. Of the latter, Judge Ballinger is a representative of whom all may justly feel proud, as combining in himself high ability and incontrovertible honor.



T N. FORD, a resident of Olympia, Washington, was born in Marion county, Oregon, on a farm four miles north of Salem, December 22, 1844. His parents, John F. and Beda A. (Kaiser) Ford, were natives of North Carolina and Tennessee respectively, and were numbered among the Oregon pioneers of 1843, having been members of the first train of emigrants who brought their wagons across the mountains beyond Fort Hall, and landed them safely at the Dalles. The wagons were then shipped upon flat-boats down the Columbia river to Vancouver, while the animals were driven across the mountains by the Barlow trail. Mr. Ford being in the front ranks of emigration, he was the first to drive a four-wheel wagon into the Willamette valley. He located a donation claim of 640 acres four miles north of Salem, near the Willamette river, and developed a fine farm; but the flood of 1861 which

swept down the river, overflowing the country, destroying fences and buildings, and carrying away and destroying the stock, completely ruined the homestead and impoverished the family. Mr. Ford then sold his remaining interests and with his two elder sons went to the mines of Idaho to rebuild his lost fortune. Meeting with some success, they returned in 1863 and purchased a farm south of Salem, and once more engaged in agricultural pursuits. In 1867 Mr. Ford removed to Salem, where he passed the closing years of his life. Though he lived the quiet life of a farmer, he was deeply interested in the development of the State, and as early as 1850 built, at Salem, the Marion Hotel, which for years was the leading hotel of that city. He was also interested in building the old Salem woolen mills, one of the early manufactories of the Willamette valley.

The boyhood of T. N. Ford was passed in the varied pursuits of farming and stock-raising, and he received only the limited advantages of the district schools of pioneer days. He accompanied his father and brother to the Idaho mines in 1862, and remained upon the farm till 1865, when he entered the Willamette University for a collegiate course and the study of law. He was assistant enrolling clerk in the Oregon Legislature of 1866. Failing health compelled him to withdraw from the University in the winter of 1867. In 1868 he successfully taught a six months' school in the village of Monmouth, Polk county, and there laid the crude foundation of what was later the Monmouth College. The latter part of the same year he was engaged as business manager of the mercantile firm of Bell & Brown, of Dallas, Oregon, which position he held until the fall of 1870, when he resigned for the purpose of making a tour of the great inland sea of Washington Territory. After fully satisfying himself of the future greatness of the Puget Sound country, he settled in Olympia and entered the store of Captain S. W. Percival, who, at that time, was one of the leading merchants and business men of Puget Sound. In 1877 he succeeded Captain Percival and established the firm of T. N. Ford & Company, in the general merchandise business, at the old stand at the corner of Second and Main streets, and continued the business till 1886, when he retired from mercantile life and engaged in the real-estate, loan and insurance business, which he is still pursuing at 115 West Fourth street.

Mr. Ford is prominently connected with the I. O. O. F., being a member of the first lodge (Olympia, No. 1) and first Encampment (Alpha, No. 1) established within the jurisdiction of Washington Territory. In 1879 he was elected Grand Secretary of the Grand Lodge of Washington, and in 1881 was elected Grand Representative for the term of two years, and attended the sessions of the Sovereign Grand Lodge in Cincinnati the same year, and the following year the session in Baltimore, Maryland. He was appointed and confirmed as Territorial Treasurer in 1882, which position he held until April 21, 1886. During said term the funds of the Territory were increased from comparatively nothing to the magnificent sum of \$118,980.62. In 1887 he was appointed Deputy Sheriff of Thurston county, and served four years, his particular duty being the collection of delinquent taxes, in which he was very successful.

Mr. Ford was married, August 15, 1876, to Miss Georgiana S., only daughter of Captain S. W. Percival.



GENERAL ROSSELL G. O'BRIEN, Adjutant General of the State of Washington, and in 1892 Mayor of Olympia, a widely known and popular public man and progressive citizen, was born in Dublin, Ireland, November 27, 1846. He dates his paternal ancestry back to Brian Borough, who figured prominently in the earliest history of beautiful, but ill-fated Erin, the General, however, being more directly descended from the Earl of Inchquin branch of his family. His maternal ancestry traces back to the Stuarts of Scotland, who entered Ireland upon their expulsion from their native Highlands. Experiencing financial reverses, the father of the subject of this sketch emigrated with his family to the United States in 1850, hoping to retrieve, in its broader field of opportunities, his shattered fortunes. He proceeded from New Orleans to Cincinnati, but subsequently purchased several thousand acres of land in Jersey county, Illinois. Not being a practical farmer, he afterward sold his landed possessions, and removed to Jerseyville, where, in 1852, he paid the debt of nature, leaving his widow and four children in a strange land in reduced circumstances. The two sons were then placed with farmers,

and Mrs. O'Brien supported the daughters by teaching school at Carlinville and Springfield. The farm life of the subject of this sketch, who was then but six years of age, was exceedingly irksome, and after three years he returned to his mother and attended the public school for two years. He then again tried farm life in Sangamon county, working for his board and clothes, and, the farmer being very poor, the clothes were commensurately thin. This work to a child of his tender years seemed endless and excessively laborious, and after about eighteen months young Rossell again returned to his mother, with whom he removed to Chicago about 1860. He there secured a position in a prominent retail dry-goods store, where he remained about two years, when he was swept with thousands of others into the vortex of civil war.

Previous to his enlistment, he had become a member of the celebrated Ellsworth Zouaves of Chicago, and there received that training which fitted him for a lieutenancy in Company D, One Hundred and Thirtieth-fourth Illinois Volunteer Infantry, which he recruited, and of which he should, by right of that service, have been elected Captain. He served with his regiment in the district of west Tennessee, Department of the Tennessee; district of western Kentucky, Department of the Ohio, and in the campaign against the rebel General Price in his famous raid, in the Department of the Missouri in 1864. Returning to Chicago with the regiment, he was mustered out October 25, 1864, at Camp Fry.

He then entered the employ of the Chicago & Alton Railroad Company as receiving clerk in the freight department, which position he filled two years, when he engaged with George and C. W. Sherwood, publishers of school books, and manufacturers of school furniture. He remained in their employ until 1870, at which time he came to Olympia with Governor Edward S. Salomon, and was appointed Assistant Assessor of Internal Revenue, and afterward Deputy Collector of the same for the Territory, which latter office he held until 1875, when the Collector was succeeded. In 1876, he was appointed Clerk of the Supreme Court of the Territory and of the District Court of the Second Judicial District, and United States Commissioner, which positions he held for twelve years, or until the change of administration, when he resigned and entered the real-estate and insurance business,

under the name of the Olympia Real-estate, Loan and Insurance Agency. In this he was subsequently associated with S. C. Woodruff, which partnership still continues. In 1878, he was elected Quartermaster-General, and in 1881 became Adjutant-General, to which latter office he has been re-elected every subsequent term. He was elected Councilman from the second ward of Olympia in 1883, in which capacity he served until 1891, when he was elected Mayor, which office he filled with honor. The General organized the first company of the present National Guard of Washington in 1882, and commanded it personally until a suitable captain was installed, and continued the organization of the National Guard of this State until it has reached its present efficient condition, and is justly styled "The Father of the National Guard of Washington."

General O'Brien was married in Olympia in 1878, to Miss Fanny Steel, a native of Oregon City, daughter of Dr. A. H. Steel, a respected pioneer of 1850. They have two children: Helen Steel, and Rossell Lloyd, who bid fair to reflect credit on their ancient lineage and the modern commonwealth.

Fraternally, the General is an active member of the G. A. R., and the Military Order of the Loyal Legion of the United States, and very prominent in Masonry, being Past Master of Olympia Lodge, No. 1, F. & A. M.; Venerable Master of Olympia Lodge of Perfection No. 2, A. A. S. R.; Wise Master of Robert Bruce Chapter Rose Croix, No. 2; Eminent Commander of De Molai Council of Kadosh, No. 2, having taken the highest, the thirty-third degree, in Masonry.

Thus is briefly outlined the busy and useful career of one of Washington's representative citizens, who by his worth and ability has contributed to the material and moral advancement of his community and to that of the State at large.



FREDERICK R. BROWN, president of the West Side Mill Company, of Olympia, was born in Bucksport, Maine, in 1849, son of Cyrenius and Abbie A. (Stover) Brown, natives of the same locality, and descended from Puritan ancestors.

Cyrenius Brown was a sea captain for upward of forty years, sailing his own vessels in the

coast trade between Maine and New Orleans. Retiring from the sea, he engaged in mercantile pursuits at Bucksport, and there passed the closing years of his life.

Frederick R. was educated in the schools of his native town, and there clerked until 1866, when he went to Boston and followed the same occupation until January, 1870. Then he started for California. He passed one year at Chico in ranch life, after which he came north to Kalama, with the building of the Northern Pacific railroad. He first entered the employ of the railroad company, but subsequently engaged as clerk for Ingalls, Sohns & Company, general merchants. With the progress of the railroad toward Tenino, Mr. Brown managed for Ingalls, Sohns & Company, a branch store, which was kept in a tent, and moved from time to time to keep up with the construction of the road. They carried a full stock of general merchandise and railroad supplies, valued at \$10,000. In the fall of 1872 Mr. Brown purchased the entire outfit, having saved \$600 from his monthly earnings, and possessing a good credit. He then continued along the road until they reached Tenino in the fall of 1872, and there he made permanent settlement, continuing the same business. He was also appointed Postmaster and a Notary Public, performing the duties of those offices for several years. In 1867 he bought a one-half interest in the Winlock sawmill, which he operated for two years. He also became interested in the Thurston Coal Company. In 1880 he was one of a small syndicate to purchase the Olympia & Chehalis railroad, which had been built by the people of Olympia and Thurston county. In 1882, Mr. Brown sold his mercantile interests at Tenino, and removed to Olympia to look after railroad matters, the syndicate operating this road until 1889, when they sold out. In 1883, Mr. Brown organized the Seatco Manufacturing Company, and built two sawmills, and a large sash and door factory at Seatco, now called Bucoda. He operated this plant until 1888, and then sold out. In 1890 he bought the mill and machinery of the Olympia Manufacturing Company, located on the west side, and after putting the property in perfect repair he organized and incorporated the West Side Mill Company, of which he was elected president. The property embraced the West Side saw and planing mill, sash and door factory, and dock property on Fourth street, 250 x 150 feet, with office, store-room and yards,

affording facilities for the carrying of a full line of builders' supplies, including hardware, lime, cement, etc. Their retail trade extends all along the Sound.

Mr. Brown was married at Mound Prairie, Thurston county, Washington, in 1875, to Miss Elizabeth, daughter of Lawton Case, a pioneer of 1850. Mrs. Brown died, without issue, in March, 1891.

Mr. Brown is a Scottish rite Mason, having passed to blue lodge, chapter and commandery. He is vice-president of, and is largely interested in, the Olympia water works, and is a stockholder of the Capital National Bank. He has been prominently connected with the improvement of resident property on the West Side, and is creditably mentioned as one of the enterprising and successful business men of the city of Olympia.



A LLEN WEIR, Secretary of the State of Washington, was born in El Monte, Los Angeles county, California, April 24, 1854.

His grandfather, William Weir, a native of Scotland, emigrated to the United States at an early day, and in 1808 was connected with the Missouri Fur Company, as hunter and trapper, and during the summer crossed the Rocky mountains in charge of a squad of hunters and passed the winter on the Columbia river near the site of the present city of Portland. In traveling through the Mandan country, now called Dakota, they captured a chief of the tribe, whom they held as hostage during the winter and returned him to his tribe as they journeyed east in the summer of 1809.

John Weir, the father of our subject, was born in Missouri and there lived until manhood. He went to Texas in the spring of 1845 and that year was married to Miss S. J. Buchanan, a native of Tennessee. During the Mexican war he served under Colonel W. S. Harney, and, after the treaty of peace was declared, he settled in Texas and remained until December 25, 1852, when with ox teams he started for California, one year being consumed in the slow, toilsome journey. Landing in Los Angeles county, he took up land; but, after discovering subsequently that it was covered with Mexican grants, he decided to come north. In

1858 he made a prospective tour with the intention of visiting the Fraser river mines. Arriving at Victoria, he found the "bubble" had burst, and he passed one year among the San Juan islands, hunting wild game for the Victoria market. During one of his expeditions he was blown across the straits to the shore of the United States, and, liking the country, he took up a homestead on Dungeness river bottom lands in Clallam county, and then sent for his family, who arrived at Port Townsend, May 28, 1860. Settling in the dense woods, Mr. Weir had to clear his land, which task, with the assistance of his sons, he was able to accomplish, and developed a fine farm of eighty acres. There he passed his life.

The early education of Allen Weir was secured by lamplight. At the age of nineteen years he started out in life, his working capital being invested in the clothing upon his person. He passed two years in logging camps, saving his well-earned stipend for future education. In 1875 he entered the Olympia Collegiate Institute, eking out his small capital by cooking his own food, performing the janitor work in the building to pay for tuition, and employing his odd hours before and after school in a printing office, learning the trade. Thus assiduously he labored till April, 1877, when, instead of remaining to graduate in June, he accepted a position with C. B. Bagley, Territorial printer, as editor of the Olympian. Later in the month he was offered the purchase of the Puget Sound Argus, published at Port Townsend, and, assisted by kind friends, he made the purchase. The Argus was a weekly paper, with "patent outside," but under the wise management of Mr. Weir it soon assumed a different garb, and after four years was changed to a daily paper, which he successfully continued for eight years, selling out in January, 1889.

When twenty-one years of age Mr. Weir was tendered the nomination to the Territorial Legislature by the Democratic party, and, although the nomination at that time was equivalent to an election, he respectfully declined, as his principles were in harmony with the Republican party. During the session of the Territorial Legislature of 1879 he was elected Chief Clerk of the Upper House, and by Governor Ferry was appointed a member of the Board of Regents of the Territorial University at Seattle. He was subsequently appointed a member of the Board of Health at

Port Townsend, and, by re-appointment of Governor Newell, he served three full terms, during the last term being President of the board. He was tendered re-appointment by Governor Squire, but declined for business reasons. In 1881 he was elected City Magistrate of Port Townsend, and also served several years as president of the Board of Trade. In 1888 he was a member of the Territorial convention which met at Ellensburg to formulate a mode of action to bear upon Congress, urging the admission of Washington into Statehood. In the fall of 1888 he was a delegate to the Republican convention held at Ellensburg, and was elected secretary of the convention. He was also nominated to the upper house of the Territorial Legislature from the Seventh District, embracing Jefferson, Clallam, San Juan, Whatcom, Kitsap and Mason counties, all strongly Democratic. Mr. Weir made a vigorous canvass, and at the election held in November, 1888, was elected by a majority of 810. The Legislature, however, never convened as the Territory was admitted to Statehood in February following. In May, 1889, he was elected a member of the Constitutional Convention from the Fifteenth District, embracing Jefferson, San Juan and Clallam counties. The convention met at Olympia July 4, 1889, and was in session sixty days. Mr. Weir was elected secretary pro tem. and was a member of several of the leading committees. As Chairman of the Committee of Executive Department, he draughted Article 3 of the State Constitution. He took an active part in the several debates of the convention and was leader of the debate on the famous Tide Land question, which was warmly contested; but the plan proposed by Mr. Weir was adopted, and his exact words were embraced in a subsequent act of the State legislature. In the fall of 1889, at the Republican convention held at Walla Walla, his name was purposed from western Washington as candidate for member of Congress; but, the Governor being nominated from the west side, it was deemed expedient to make the nomination for Congress from eastern Washington without contest. Mr. Weir was then nominated as Secretary of State, and was elected in October following. With the organization of the new State from Territorial conditions, the duties of his office have been exceedingly laborious and exacting, while he has also attended to the several *ex-officio* duties which have been im-

posed upon him. In this connection, he has been Superintendent of the Public Printing and Auditor of the bills of the State Printer, a member of the Board of Equalization and Appeal, secretary of State Land Commission, secretary of Special School Land Indemnity Commission, member of the State Board of Equalization of Taxes, Normal School Commission, Sealer of Weights and Measures, Insurance Commissioner, custodian of the State Capitol buildings and grounds, and member of State Library Commission.

Mr. Weir was prominent in the Good Templar movement for a number of years, serving two years as Secretary of the Grand Lodge and one year as Grand Worthy Chief Templar, withdrawing from the organization when it entered politics as third party prohibition. Since the age of twenty years he has been a member of the Methodist Church. He is a member of the Pioneer Society, the State Historical Society, and the Washington Press Association. He was admitted to the bar by the Supreme Court of the State, upon examination, in December, 1892.

Descending from a family of pioneers and frontiersmen, Mr. Weir has taken an active part in the Territorial and State development of Washington, and justly esteemed as one of her most worthy citizens.

Mr. Weir was married at Dungeness, November 14, 1877, to Miss Ellen Davis, a native of Canada. They have three children, Eva M., Frank A. and Royal F.



MRS. HATTIE L. FAY was born in Berkshire, Vermont, January 6, 1852, her maiden name being Deane. She is a daughter of Gerome and Emeline M. (Lamb) Deane, also of Berkshire, Vermont. Her father died when she was three years old, and her mother, having a family to support, moved to Burlington, Vermont, where she was employed as principal of the Burlington school, filling that position for five years. In 1864 Mrs. Deane moved to Mitchell county, Iowa, where Miss Hattie met and married Robert Campbell, brother of Judge F. Campbell, of Tacoma, their marriage occurring February 19, 1872. Robert Campbell was a conductor on the Chicago, Milwaukee & St. Paul Railroad.

He died at Minneapolis, Minnesota, July 2, 1886, leaving his wife with two little children. Mrs. Campbell remained in Minneapolis until 1888. September 22, of that year, she became the wife of Charles T. Fay, and soon after their marriage removed to Steilacoom city, Washington, where she still resides.

Charles T. Fay was born August 29, 1828, in Massachusetts. He learned the trade of shoemaker. From an apprentice he rose to salesman, and finally had an establishment of his own, which he conducted four years. He left the old Bay State, bought a farm in Winnebago county, Illinois, and spent three years on this place. Then he was employed as drover and butcher for twenty years. In 1873 he came to this coast and engaged in farming in Lewis county, Washington Territory. In 1878 he came to Steilacoom city, bought property and built a home, and for a number of years was prominently identified with public affairs here. He was a member of the Constitutional Convention for one year, and for six years served as County Commissioner.

Mr. Fay was nominated the fourth time for County Commissioner, but he was defeated. This being the first time he was ever defeated, and, being well along in years, the defeat seemed to prey upon his mind, and February 16, 1893, in a fit of despondency, he came to death by his own hand! He was a faithful and efficient public servant, was well known and highly respected here, and his sad death was greatly lamented not only by his family but also by a large circle of friends.

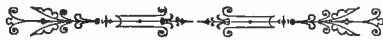


JOB P. LYON, one of the representative citizens of Seattle, Washington, was born in Troy, New York, June 15, 1860, a son of Ashel D. and Harriett E. (Forbes) Lyon, natives of New York and Vermont, respectively. The descendants on both sides trace their ancestry to the Puritan settlers of New England. One Mrs. Lyon was of the seventh generation by direct descent from Francis Eaton, one of the passengers of the Mayflower in 1620. Ashel D. Lyon was educated as an attorney, and is still in active practice in Troy, New York.

After attending the public schools of Troy for a time Job P. Lyon entered the Union College at Schenectady, New York, graduating

there in 1881. He was then engaged as assistant principal of the academy at Mexico, Oswego county, that State, instructing in mathematics and the sciences. Becoming ill from overwork and desiring out-door exercise, he next engaged in civil engineering fifteen months on the survey of the Fort Worth & Denver City Railroad in Texas, also on the Eureka Springs Railroad in Arkansas, completing his service with health restored. Mr. Lyon then began the study of law in his father's office at Troy, passed through the drudgery of the fundamental principles of the profession, and in 1885 graduated at the Albany Law School. He was immediately admitted to the bar, and, in company with his father, followed a general practice until 1889, when he decided to locate in the Puget Sound district. After arriving in Seattle he spent several days in looking over the city, and then opened an office in the old Yesler-Leary building, though as yet uncertain regarding a permanent settlement. The fire of June 6, 1889, transformed business relations, and while the city was still burning Mr. Lyon fell into conversation with Thomas R. Shepard. A partnership was at once instituted, and, securing offices in the Boston block, they engaged in practice on the following morning. In December, of the same year, Everett Smith entered the firm, which partnership continued until October, 1890, and in that year our subject was elected City Attorney by the Republican party. In August, 1891, he formed a partnership with John B. Denny, and is now associated with I. J. Lichtenberg and Charles E. Shepard, under the firm name of Lichtenberg, Shepard & Lyon. Mr. Lyon follows a general practice, and since October, 1890, has been attorney for the Rainier Power & Railroad Company. Aside from his profession he has also given much attention to mineral development, and is secretary of the Silver Ingot Mining Company, which owns a number of claims in the Gold creek district of the Cascade mountains, which are now being developed. He is also interested in the Lake Cushman iron mines, located in the Olympic mountains. Transportation tunnels have been opened to develop the mines, and a preliminary survey for a railroad is now being completed. Mr. Lyon is a member of the Wenatchee Development Company, who own the town site of Wenatchee, on the Columbia river, and on the line of the Great Northern Railroad,

In 1889 our subject was united in marriage to Miss Harriett H. Seaman, a native of Troy, New York. They have one child, Ruth Seaman. Socially, Mr. Lyon affiliates with the F. & A. M., and is a member of several college societies. Legally, he enjoys a lucrative practice and the confidence of the profession.



ALEXANDER FARQUHAR, one of the prominent and successful merchants of Olympia, was born in Dundee, Scotland, in 1820, his ancestors having long resided in that locality. Remaining with his parents until twenty-one years of age, he secured a practical education and learned the trade of flax dressing and weaving. In 1841 he emigrated to America, landing in New York city, and passed about ten months in that vicinity, farming and gardening. Then, returning to Dundee, he was married, in January, 1842, to Miss Jane McKay, and with his young bride came back to the United States. This time he located at New Orleans, working upon the water front as foreman of a gang of men employed in loading and unloading vessels.

With the breaking out of the Mexican war, he enlisted among the thirty-day men, on board the steamer *Telegraph*, under the quartermaster's orders, but lay in port during the term of enlistment, at the end of which time he was paid off and discharged.

Mr. Farquhar then continued "along-shore" work until the California gold excitement of 1849, when he was engaged as water-tender on board the steamer *Falcon*, which connected with New York steamers at Havana and transferred mail and passengers to Chagres, en route for California. In 1851 he returned to New Orleans and worked upon the levee until the spring of 1852, when he removed his family to California via the Panama route, landing in San Francisco in April. He engaged in mining at Pine Log Crossing on the South fork of the St. Saislaus river, and there remained four years, meeting with poor success, barely paying expenses.

In 1856 he moved to Oregon and passed twenty months at Dayton, engaged in such employment as he could secure. In 1858 he came to Olympia, Washington Territory, homesteaded 160 acres on South bay, and at once

began developing a farm. He continued there until the winter of 1860-'61, when the snow of January remained upon the ground until April, and to supply food for his family he was obliged to abandon his claim: so he removed to Olympia. Then he began clerking in the hardware store of Charles E. and Samuel Williams, and remained in their employ for fifteen years and fifteen days, and during that long term of service he never lost a day or failed to open the store every morning for business. In 1875 he erected a two-story frame building, 36 x 24 feet, on the corner of Adams and Seventh streets (having purchased the block in 1860), and there engaged in the hardware and grocery business. In 1889 he enlarged his store to 120 x 120 feet, and added to his stock a general line of stoves, tinware, carriages, agricultural implements, paints, oils, building materials, and blacksmith supplies. He built his present residence on the corner of Adams and Eighth streets in 1860. In 1891 he built the Jefferson Hotel, a three-story frame, 40 x 180 feet, and also owns other valuable improved property.

Mr. and Mrs. Farquhar have three children, namely: Mary, widow of Ellison Eby, of Port Townsend; Ann, wife of George Allen, of the Olympia Door & Lumber Company; and Edward M., who assists his father in the store.

Mr. Farquhar is a member of the F. & A. M. and of the Scotch Caledonian Club. He has served one year in the City Council. Feeling that to have work well done he must do it himself, he has been a close advocate of that precept, and his present success is the outgrowth of careful, conscientious, persistent labor.



WALTER CROSBY, of Olympia, Washington, was born at Tumwater, Washington Territory, in 1854, son of Captain Clanrick Crosby, the founder of Tumwater.

Captain Crosby and his wife, *nee* Phoebe L. Fessenden, were both natives of Massachusetts and were married in that State. The Captain's early life, from the age of nine years, was spent on the sea. Becoming master of vessels, he sailed to the various deep-sea ports of the world. In 1849 he removed his family to the Pacific coast, coming on the brig *Grecian*, in which he owned an interest, and of which he was Captain,

They made the voyage around Cape Horn, landed at San Francisco, and from there came north to Portland, Oregon, where he sold the brig. In the spring of 1850 he started overland with his family for Puget Sound, sailing down the Columbia river and up the Cowlitz, and getting across the country to the Des Chutes river at the head-waters of the Sound. There M. T. Simmons was located with a little sawmill and the settlement about him was called New Market. Captain Crosby purchased his right, filed his donation claim, and subsequently platted and laid off the town of Tumwater. He operated the mill, opened a small store, and built the first gristmill of the Territory, wheat being brought to him from all quarters. In 1868 he erected the Lincoln mill, with increased capacity, and the same was operated by himself and sons until about 1880. In 1865 the Captain engaged in steamboating on the Sound, running between Olympia and Victoria, and while in the discharge of his duty at the wheel he received a stroke of paralysis. This was the forerunner of other shocks, finally resulting in his death.

He served several terms in the Territorial Legislature, one term being Speaker of the House. He was a man of marked business ability, succeeding in whatever he undertook. Public-spirited and generous to a fault, he gave liberally to advance the interests of the town and country in which he settled.

In 1856, while operating his sawmill at Tumwater, the Captain was solicited for a subscription toward building the Methodist Episcopal church at Olympia, by the Rev. J. F. De Vore. He jokingly replied that he had never seen De Vore work, and would give him all the lumber he could raft from the mill during one working day. The following day De Vore appeared at five o'clock in the morning and worked until seven in the evening, declining Captain Crosby's invitation to dinner, and only stopping for a hasty lunch. Thus he secured sufficient lumber to build the church, which still stands on the corner of Fifth and Adams streets, a monument of both gentlemen.

Walter Crosby was educated in the schools of Tumwater, and acquired practical business habits in his father's store. After his father was disabled, he and his brother, William F., now of San Francisco, conducted the store and ran the mill until 1879. That year Walter and Lambert Kratz, the old miller, formed a part-

nership, rented the mill and under the firm name of Crosby & Kratz ran it until 1881, when the partnership was dissolved. The subject of our sketch then went to Portland, and for one year was engaged in the boot and shoe business. After that he became interested in the newspaper business at Dayton in Eastern Washington, being in partnership with John Y. Ostrander, publishing the Dayton News. In 1882 they were burned out, and after the fire Mr. Crosby was appointed Deputy Postmaster during the illness of William Matzger. After Mr. Matzger's death Mr. Crosby was made acting Postmaster, serving as such until 1883, when he resigned. He then removed to Freeport, Cowlitz county, and took charge of the general merchandise store of Catlin Bros. In the fall of 1884 he was elected County Auditor by the Democratic party, receiving a majority of thirteen votes, while the rest of the ticket went Republican by 200 majority. He was re-nominated in 1886 and was beaten by only three votes. He then returned to Olympia, and engaged in the real-estate business, which he continued until January 1, 1892. At that time he accepted the position of bookkeeper for the State Printing & Publishing Company.

Mr. Crosby was married in Olympia, in August, 1881, to Florence Ostrander, a native of Washington and a daughter of Dr. Nathaniel Ostrander. They have had two children: John W. and Eliza Louise, the former being deceased.



LUCIUS L. TALCOTT, of Olympia, Washington, was born in Owego, Tioga county, New York, June 19, 1819. His father, George Talcott, was a native of Hartford, Connecticut, and his ancestor, John Talcott, built the first house in that now populous and wealthy city, with whose early history he was prominently connected. The mother of our subject, Sarah (McQuigg) Talcott, was born in New Hampshire, a descendant of early pioneers of that State. George Talcott was reared on a farm and spent his whole life engaged in agricultural pursuits. About 1815 he moved his family to Owego, and there passed the rest of his days.

Lucius L. was reared and educated at Owego. In 1837 he went to Ithaca, New York, to learn the carpenter's trade, but on account of an acci-



C. W. Thomas, M. L.

dent was obliged to return home. He then attended school another term, and in 1838 began clerking for C. & P. Ransom, filling positions of trust and responsibility and remaining with that firm until the fall of 1843. That year he started westward, going by stage and rail to Buffalo, thence by steamer, touching at Cleveland and Detroit, to Milwaukee, thence by stage to Madison and Mineral Point, thence to Galena, Illinois, where he embarked upon a steamer and proceeded by the Mississippi river to Quincy, Illinois, and by stage to Pittsfield. At Pittsfield he spent the winter with an uncle, William Watson, whom he engaged in business the following year. In 1847 they built a large store and warehouse in Florence, Illinois, and continued a general business there until the spring of 1849, when Mr. Talcott withdrew and returned to Owego, crossing to Chicago by the old Illinois canal, the first public improvement in the State. The following fall he went back to Pittsfield and was engaged as chief clerk for Hodgkin & Company, general merchants, until spring. In April, 1850, accompanied by Isaac G. Hodgkin, with three wagons, nineteen horses and four mules, he started for California, bringing out eight men as passengers. The journey was safely accomplished and October 10 they reached Sacramento. Messrs. Hodgkin & Talcott engaged in business at Pilot Hill. Mr. Hodgkin returned East in the spring of 1851 and Mr. Talcott continued alone until 1852, when, on account of failing health, he went to San Francisco. There he bought and fitted out a vessel as store ship, which enterprise proved unsuccessful and he sold the ship. He saw the first Chinese woman who landed in San Francisco; the first locomotive brought and put into operation there; the first honey-bee shipped into the State, the same having been consigned to Colonel Stockton and transported on the Brother Jonathan. He also saw the first omnibus in Sacramento as it made its initial trip up I street.

In June, 1853, Mr. Talcott started for the East, via the Isthmus route. He made the voyage to Panama on the old steamship California, crossed the Isthmus by mule and railroad to Aspinwall, and from there went to New Orleans, where he purchased sugar and molasses, shipping to Pittsfield, Illinois. Upon his arrival at Pittsfield, he bought an interest in the mercantile and packing business of Noyes & Harris. In the spring of 1854 they bought the Rockport

mill site and erected a large flour mill, which was successfully managed until 1856. At this time, owing to failing health, Mr. Talcott retired to Pittsfield. During his convalescence he entered into partnership with I. G. Hodgkin and purchased the dry-goods store of James Kinney, which was continued until 1865. That year, through his extensive endorsement for a tobacco packer, Mr. Talcott lost heavily and sold out. He then entered into the grocery business and continued the same until 1872, when he closed out his establishment and came to Olympia, Washington, to regain his health. Here he has since resided, retired from active business.

Mr. Talcott was married in Pittsfield, Illinois, in 1846, to Miss Ellen Noyes, who died in 1848, leaving one child, Fanny. In 1853 he married Miss Harriet Noyes, a member of the same family, who died June 25, 1890. By his last wife he had four children, three of whom are living: Charles R., George N. and Lucius Grant. These three brothers are engaged in the jewelry business at Olympia, the firm name being Talcott Brothers. They own one of the oldest jewelry stores in the State, it having been established at an early day by Charles R.

Mr. Talcott is a member of the I. O. O. F. and Encampment. He has been an ardent Republican ever since the organization of that party.



CHARLES W. THOMAS, M. D.—Although the subject of this sketch is yet a young man and newly started in the medical profession he has met with a success that has exceeded his most sanguine expectations. There is no doubt that he will take a first place in the ranks of the medical profession in a few years, when experience shall have been added to the knowledge gained at two of the best medical institutions of learning in the United States. It is his intention to make surgery a specialty as he has a peculiar aptitude for this branch of the science. Dr. Thomas is a native of Linn county, Iowa, born April 6, 1867. When he was four years of age, his parents, Wallace B. and Rebecca (Cothorn) Thomas, removed to the Territory of Washington, locating on a farm in Walla Walla county, where our subject was reared, receiving a common-school education. The father was a native of Kentucky, who removed to Iowa when a young man. There he

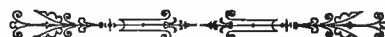
met and married the mother of our subject. In 1871, he removed his family to the coast as before stated, and there he still resides. Of the seven children born to himself and wife, our subject was the third.

When our subject had progressed sufficiently he entered the Whitney College of Walla Walla, and at the age of twenty-two selected the profession of medicine for his life calling. He therefore began the study of that science under Dr. Copp of Walla Walla, and in 1889 was fitted to enter the Jefferson Medical College of Philadelphia, from there proceeding to the Kentucky School of Medicine, Louisville, Kentucky, from which he graduated. He then returned to the Jefferson College at Philadelphia, graduated from there and returned home with diplomas from two of the best medical colleges in this country. In order to be in perfect health when he began practice Dr. Thomas resolved to spend the summer of 1892, in work upon his father's farm and soon found that medicine had not driven the love of farm life out of his being. During the long summer days while he drove the leader in the harvest he pondered upon the lectures and teachings of the learned professors under whose tuition he had been studying during the three years just preceding, and it was with both mind and body refreshed that he opened his modest office in the city of Walla Walla in the fall of the same year. Dr. Thomas displayed very good sense when he chose this city for his place of location, as he is among his old friends and acquaintances, who all take a lively interest in his welfare. All who know the talented young physician predict a brilliant future for him, and, to judge by the good practice he has already built up in so short a time, it is very reasonable to infer that their prophecies will be fulfilled.

KENOS FARO BRANAM, farmer, near North Bend, has for a number of years been identified with the interests of the Sound country. Kenos Faro Branam was born in Pike county, Kentucky, September 24, 1849, son of Samuel and Milly (Ratlif) Branam. Samuel Branam died when his son, our subject, was an infant, and the latter's mother died when he was sixteen. Young Branam then went to live with an uncle, John

H. Reynolds, his guardian, with whom he remained two years. Then he went to Jackson county, Missouri, where he was engaged in farming until 1876. In May of that year, in company with a large train, he started overland to this coast. As the party proceeded, it from time to time divided up until only three wagons were left to come through the mountains by way of Snoqualmie pass. Young Branam drove the team for this man. They reached Seattle in October, and our subject remained in that city for three years, variously employed. Then he went to Squak valley to manage a farm for Foss & Borst, and continued there for fifteen months. After that he crossed the mountains into Kittitass county, where he located a ranch, got out logs to build a house, and then came back for his family. He was prevented, however, from returning to his ranch on account of heavy fall of snow in the mountains, and he finally abandoned the claim. In 1881 he rented a tract of land from M. Maurice, which he cultivated until 1886. That year he came to his present place, and has since devoted his energies to clearing and improving it.

Mr. Branam was married December 24, 1871, to Lizzie Corn, a native of Missouri, who died in July, 1874, without issue. May 11, 1876, he married Elizabeth Scitze, a native of Iowa, who died January 28, 1892. Following are his children by his second wife: Oscar, Annie, Ettie, Myrtle, Nora, Arthur and Elizabeth.



FRENCH BROTHERS—Frederick William and Albert Edward French compose the firm doing an extensive farming business in the Green River valley section. They have a large farm devoted to hops. The French family were old settlers in New York State, but the original location was at Elizabethtown, New Jersey, the ancestors being among the founders of that city. They are of Scottish extraction.

Zerah, the father of Frederick William and Albert Edward French, was born at Lake Champlain, New York, on March 22, 1825, his parents being George and Sarah (Freeman) French. He was reared in New York, and when about twenty-one years of age he removed to Grand Rapids, Michigan, where he engaged in railroad contracting. In 1873, he went to San Bernardino, California, where he engaged in fruit cul-

ture. Six years later he came to Washington and homesteaded the place, which now belongs to his estate, the place contains 109 acres, of which seventy-five acres are cleared, and in cultivation. He died on January 18, 1889, leaving four children, viz: Cicily Adelia, wife of N. B. Hale, of San Bernardino, California; Alice Octavia, now Mrs. P. G. Drew, of San Bernardino; Frederick William, and Albert Edward.

Frederick William French was born on the Missouri river, in Dakota, October 15, 1866. He was educated in the different cities where he lived, and completed his education at the Seattle University, and has since engaged in farming with his brother. He was married on January 24, 1889, to Miss Fannie Lochridge, of Clayton county, Iowa. They have two children: Norman and Clarence.

Albert Edward French was born at Black Earth, Wisconsin, on July 20, 1869. He was educated at the common schools of the different cities in which he lived, and afterward at the Seattle (Washington) University. He has since graduation followed farming with his brother.



HON. BAILEY GATZERT.—The loss of few noble men has been more deeply deplored by a community than that of the subject of this sketch by Seattle, Washington. He was a pioneer merchant and banker of that city and for forty years connected with the mercantile interests of the Pacific coast. No one is more justly entitled to prominent mention in a history of his section of the country, in the affairs of which he played such a conspicuous part.

Mr. Gatzert was born December 29, 1829, in Hesse Darmstadt, Germany, of which locality his ancestors had been residents for many generations. He was educated in the schools of his native country, and, when twenty years of age, started out in life for himself, seeking a home and fortune on the free soil of America. His first occupation in the new world was as clerk in a general merchandise store at Natchez, Mississippi, where he learned the English language and the business customs of America. In 1853, shortly after the discovery of gold in California, he went to that State, and like all immigrants of that time immediately went to the mines. He

realized but poor results, however, and soon tired of the laborious occupation of mining, whereupon he began clerking in Auburn, California, whence he went, in September, 1853, to Nevada City, the same State, where he clerked in a grocery until 1858. He then engaged in the same business for himself at that place, where he continued until January, 1861, when he returned to San Francisco. In the following April, he was married in the latter city to Miss Barbetta Schwabacher, and continued to reside there until September, 1862, when he removed to Portland, Oregon. Here, he became a partner in the firm of Meerholz & Company, wholesale grocers, who, in 1865, dissolved and closed out their business. Mr. Gatzert then started a general merchandise store at Wallula, eastern Washington, and established a large forwarding trade to the mining districts. In 1869, he came to Seattle as partner and founder of the mercantile house of Schwabacher Brothers & Co., which carried a stock of general merchandise, hardware and agricultural implements, conducting both a wholesale and retail trade. Under Mr. Gatzert's able management, the business rapidly increased, and, in 1872, the firm erected on Front street, near Yesler avenue, the first brick block in the city. In July, 1888, the business was incorporated under the name of Schwabacher Brothers & Co., with a paid-up capital of \$250,000, the enterprise being continued only in the grocery and hardware departments and comprising strictly a wholesale trade. In the fire of June, 1889, the company lost their property and a \$200,000 stock of goods, but were well indemnified by insurance. Plans were at once drawn for a four-story brick building with a basement, to be erected on the old site, but for immediate occupancy a one-story brick building, 60 x 111 feet, was erected on the corner of Front and Madison streets, and just sixteen days after the fire they opened this store with a full line of hardware, their grocery business being conducted on the wharf, at the foot of Union street, until suitable quarters could be provided, that being the only wharf which escaped the fire. On the completion of their building on the corner of Front and Yesler avenues, they put in a stock of goods worth \$250,000, and conducted an extensive business until fire again checked their progress, totally destroying their stock on July 29, 1892, the insurance companies, however, adjusting the loss. They again started in business, locating on the

corner of Second and Main Streets, where the house continues to meet every demand of a large and increasing patronage.

Outside of mercantile interests, Mr. Gatzert's influence was felt in the development of the enterprises of Seattle. He was actively identified with the opening of the New Castle coal mines, furnishing supplies, funds and other assistance. He was one of the incorporators of the Puget Sound National Bank and the People's Savings Bank of Seattle, and was president of both institutions at the time of his death. He was also one of the incorporators of the Snohomish National Bank, Yakima National Bank and National Bank of Whatcom, and was part owner of the Madison street cable line and extensions, besides holding valuable realty interests in and near the city.

Socially, Mr. Gatzert affiliated with the F. & A. M., being a member of the Thirty-second degree, Scottish rite. He ably served his fellow citizens for one term as Mayor of Seattle and for several terms as a member of the City Council.

Mr. Gatzert died April 19, 1893, deeply lamented by all who knew him. He was distinguished by those elements of push, enterprise and enthusiasm which have been so conspicuous in the marvelous development of Seattle, and was recognized as a representative man of the city and State.

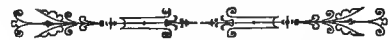


G F. MAX KRIEGK, a medical practitioner of Seattle, was born in Frankfort on-the-Maine, Germany, 1853. His academic studies were pursued in the schools of his native city, and he studied medicine in the Universities of Tuebingen, Marburg, Strasburg and Freiburg, graduating at the last named institution in 1877. He then entered the army as surgeon, but after one year became paralyzed from the effects of blood poisoning resulting from an operation. While seeking rest and recuperation, Dr. Kriegk visited watering places, and traveled through Italy and southern France. After his recovery he spent six months in the hospitals of Vienna, and the following eighteen months as physician and surgeon of the city hospital of Frankfort.

In 1881 our subject came to the United States, traveling direct to San Francisco, where he passed two years in practice, and during

eighteen months of that time was surgeon of the German hospital of that city. Since 1883 he has been active in his profession in Seattle, in a general office and family practice. The Doctor has great faith in the future of this city and has purchased a ranch of 140 acres at the junction of the White and Green rivers. He owns property on Mercer island, also in the process of improvement.

Dr. Kriegk, in his social relations, affiliates with the German Aid Society, with the Turn Verein society, and is a Past Odd Fellow.



J H. GODDARD was born in Clarke county, Washington, at the place where he now resides, on August 30, 1864. His parents were Joseph Hill and Hester Ann (Hendricks) Goddard; his father was born in Champaign county, Ohio, about twenty miles from Springfield, where he was brought up and lived until 1839, when he went to Illinois, staying only one year there. He then went to Iowa, where he lived for twelve years. In 1852, he and his wife crossed the plains to Oregon, making the journey along the usual route, viz.: Fort Laramie and Fort Hall, the Dalles and down the Columbia river. They spent one winter at Vancouver, and then located where the family now resides, six miles north of Vancouver. They took up what is known as a donation claim of 320 acres. It was then simply woods, with not a settler in the vicinity. Mr. Goddard lived here until his death, on May 5, 1885. They had eleven children, of whom six are living, and of whom the subject of this sketch is one. Mr. Goddard was a Republican, politically. He was a member of the Territorial Legislature of Washington in the early days. He was also one of the Commissioners of the county.

James Harvey Goddard was brought up at the home place, and was partly educated at the common schools in that locality, afterward entering the Willamette University, at Salem, Oregon, which he attended for three years. He now devotes his time solely to farming and fruit-raising. He has three or four acres of old orchard, and put out eight acres in 1893, and his intention is to plant a number of acres in leading varieties of apple, prune and cherry trees. His chief ambition is to be able to de-

vote his entire attention to horticulture. He has been studying the subject for several years, but only recently has begun to put his ideas into practice.

Mr. Goddard is a Prohibitionist, politically, and has taken an active part in the organization of his party in the State, and is a member of the County Central Committee. He was a candidate for County Superintendent of Schools, in 1892, on the Prohibition ticket, but was defeated. He has been School Clerk for two years, and now fills that position.

He is a member of Fruit Valley Grange, Patrons of Husbandry.



CAPT. ARCHIBALD H. ADAMS, who is engaged in a general real-estate and insurance business in Olympia, Washington, was born in Rushford, Allegany county, New York, September 20, 1844, son of Archibald L. and Evelyn (Durkee) Adams, natives of the same State and of Scotch-English descent. Archibald L. Adams engaged in the retail drug business in Rushford in early life, and, with the exception of five years spent in Milwaukee, has continued in that line of business up to the time.

The subject of our sketch was educated in the Rushford Academy and at the Milwaukee high school, graduating at the latter institution in 1859. He then began clerking for Bosworth & Sons, wholesale druggists of that city, and remained with them until July, 1862, when he enlisted in Company A, Twenty-fourth Wisconsin Volunteer Infantry. His regiment joined the Army of the Cumberland, becoming a part of the Third Division and Twentieth Army Corps, and participated in the battles of Perryville, Stone River, Chickamauga, Mission Ridge and others, young Adams being wounded but not disabled. The regiment then moved on to Atlanta, with almost continuous fighting for nearly two months. At Atlanta, Mr. Adams was promoted to the rank of Second Lieutenant of Company K, Thirty-fifth Wisconsin, and was detailed as Brigade Quartermaster of the Separate Brigade, Army of the Gulf, and took part in the battles of Spanish Fort, Fort Blakely and Mobile. In March, 1865, he was promoted to the rank of First Lieutenant, and in the following November to that of Captain. After the

engagement at Mobile he was detailed as Quartermaster of the Third Division, Thirteenth Army Corps; went to Brownsville, Texas, and was there stationed until March, 1866, when he was returned to Madison, Wisconsin, and was mustered out of service.

The war over, he returned to his former position with Bosworth & Sons, of Milwaukee, became general superintendent of the outside business, and continued as such until 1869. That year he preferred to go upon the road as salesman, and traveled through Wisconsin, Michigan and Minnesota, continuing in their employ until 1884, when he removed to Chicago and accepted a similar position with Lord, Owen & Co., wholesale druggists, and traveled through the same territory. In 1889 he came to Spokane, Washington, and organized the Spokane Drug Company, which, as secretary and manager, he continued until June, 1890, when he removed to Olympia and engaged in the real-estate and insurance business.

Captain Adams was married in Milwaukee, in 1867, to Miss Agnes Armitage, a native of the city of Mexico, and a descendant of Scotch-English ancestry. They have one child, Archibald W.

Captain Adams is (1893) the present Commander of the George H. Thomas Post, G. A. R.; is Inspector General of the Department of Washington and Alaska, G. A. R.; is Trustee of the Soldiers' Home, at Orting, Washington; and is a member of the Loyal Legion Commandery of Washington. He is also a member of the blue lodge, No. 175, Kilbourn Chapter No. 1, F. & A. M., and Wisconsin Consistory, S. P. R. S., of Milwaukee, and is Captain General of Olympia Commandery, No. 7, Knights Templar.

The Captain is a most agreeable gentleman, frank and generous with all. A shrewd business man of the strictest integrity, his career has been a successful one. He has established a fine business here, has made an extensive acquaintance, and is thoroughly identified with the best interests of his adopted city and State.



JOSEPH KLEE, furniture manufacturer and dealer, of Tacoma, was born at Brohl, on the river Rhine, in Prussia, April 15, 1845. His parents were Johann and Anna

(Kalmon) Klee. The former owned a vineyard in Germany, and made wine for sale. He went to school from six to twelve years of age, and worked at home till he was seventeen. In 1862 he went to Andernach, where he learned the trade of blacksmith and general machinist, in the machine-shop of Frederick Nachtsheim, serving an apprenticeship of three years. He then worked in the pin, needle and hook factory of Th. Vohenpfennig, at Brohl, for nearly one year.

In 1867 he came to America, first locating in Reading, Pennsylvania, where he remained for three years. He went from there to Pittsburg, thence to Columbus, Ohio, and finally to Chicago, where he worked as machinist during the summer of 1870. At that time Governor Salomon was trying his best to induce people to emigrate to Washington Territory. In August, 1870, about 120 persons went from Chicago to San Francisco, where Mr. Klee tried to find work, but failed.] He, with the others, took a steamer for Puget Sound. After a six-days' voyage, the boat landed at Steilacoom. The immigrants were taken to Steilacoom garrison, where Mr. Klee remained for four days, and all his clothes were stolen. He then went to Puyallup and entered a ranch, which he worked for one year, and left, intending to find work. He was told that he could find work at Kalama, on the Northern Pacific Railroad. Being penniless, he was compelled to walk from Puyallup to Kalama, a distance of 140 miles, all alone. There he failed to find work for nearly a month. This was one of the darkest periods of Mr. Klee's life.

Through the aid of Governor Salomon he finally obtained work on a ranch owned by a Mr. Bloomfield, of Portland. After working there for a few months, he walked back to the Sound and farmed for four years on the Nesqually flats. In 1875 he came to New Tacoma and found work in Mr. David Lister's foundry. (Mr. Lister was the first machinist in the new town.) Mr. Klee worked there for seven years. With the first \$15 he saved he bought a lot on Railroad and Thirteenth streets, paying \$100, and \$15 down, which he sold in 1877 for \$520. After this, he continued to buy and sell, making money on each transaction.

In the fall of 1881, being out of work, he made a trip to Germany, visiting his mother, his father having died in 1875. In a short time he returned to this country, bringing his mother,

sister and brother. Soon afterward he bought a flour-mill on Steilacoom lake, for \$3,000, in partnership with Fred Nachtsheim, but about two years afterward sold his interest for \$1,300 and returned to Tacoma.

April 24, 1884, Mr. Klee was first married, in Tacoma, to Miss Mary Anne Niesen, a daughter of John Niesen, of Steilacoom. He had three children with her: Anna, John and Thekla. His wife died December 6, 1888; the two younger children also died the same year.

In 1888 Mr. Klee went into partnership with Jacob Bauerle and started the Tacoma Furniture Factory, on South Twenty-fifth, East H. In January, 1890, Bauerle sold his interest, and Mr. Klee then went into partnership with Gustav Bresemann.

October 4, 1890, he was married in St. Leo Catholic church, to Miss Anna Schmitz, a niece of Mr. Nachtsheim, and a native of Andernach, Prussia. They had two children: Maria Elizabeth Ch. and Joseph. In June, 1893, he lost his two girls, within five days of each other. Anna, the older, being eight years and six months old, died June 3, and Elizabeth, twenty months old, died on the 8th of the same month.

Mr. Klee is a Catholic, and a member of the German Holy Rosary Church, Tacoma avenue and Thirtieth streets. He also belongs to the Germania Society.



JAMES E. LEONARD, one of the leading grocers of Chehalis, was born in Potter county, Pennsylvania, December 3, 1865, a son of Peter and Martha (Peet) Leonard, natives of New York. The father died March 21, 1893, and the mother now resides in Pennsylvania.

James E. Leonard, the oldest of seven children, received his education in the public schools of his native State, and after arriving at manhood began work in a factory. He was next engaged in the livery business in Potter county two years, afterward was engaged in buying and selling stock, and in 1890 located in Chehalis, Washington. During the first year he was a contractor for house and decorative painting, after which he engaged in his present business. Mr. Leonard carried a large stock of everything to be found in a grocery store, and also conducts a general meat market, supplying

choice fresh and salt meats at the most liberal rates. Being a good judge of cattle, Mr. Leonard buys and kills his own beef, pork and mutton, thereby having an advantage over those who purchase through the wholesale firms. Although he has been carrying on the present business one year, he has a lucrative and constantly increasing trade in both branches. He also owns fifteen acres of land near the city, and business and residence property in Chehalis. In political matters Mr. Leonard is a staunch Republican, and while a resident of Potter county, Pennsylvania, filled the office of Constable. He has taken an active interest in public affairs in this county, and has served as chief of the fire department of Chehalis one year. He has great faith in the future prosperity of this thriving city.



ROBERT B. BRYAN, the first State Superintendent of Public Instruction elected in Washington, was born in Hancock county, Ohio, August 1, 1842. He is a descendant of Irish ancestors, his grandfather Bryan having emigrated from the Emerald Isle to this country previous to the Revolutionary war, and having served eight years in the Colonial army. After the war his grandfather Bryan was for some time employed as surveyor in Ohio, and about 1801 took up his permanent residence there. His son, Elias L., the father of Robert B., was born in Philadelphia, Pennsylvania, and was educated for the medical profession. He practiced in Hancock and Defiance counties, Ohio, and, later, in Johnson, Mitchell and Cass counties, Iowa, where he passed the closing years of his life. He married Pamela Ayre, a native of New York, whose death in 1844 deprived Robert B. of a mother's loving care.

The subject of our sketch received his early education in the common schools. In 1857 he entered Mitchell Academy, at Mitchell, Iowa, which institution was subsequently merged into the Cedar Valley Seminary, in which he remained a student until the breaking out of the war of the Rebellion in 1861.

Young Bryan was among the early volunteers. He enlisted with the Third Iowa Volunteer Infantry, Company I, Captain M. M. Trumbull. Up to March, 1862, he served in

Missouri, was then transferred to the Department of the Tennessee, and his first heavy engagement was the battle of Shiloh. September 11, 1862, Mr. Bryan was mustered out on account of so-called pulmonary consumption, and went to Wisconsin. In the spring of 1863 he re-enlisted in the Seventh Wisconsin Infantry, in what was known as the Iron Brigade, and served with the Army of the Potomac, in the First and Fifth Corps, taking part in all the engagements, except during five weeks in 1864, when he was laid up in the hospital from the effect of wounds. For honorable service he was successively promoted and commissioned Second Lieutenant, but his company was so reduced in numbers by the misfortunes of battle that he never filled the latter office, though he had command of his company during the disability of the Captain. His last fight was at Appomattox, and, after taking part in the grand review at Washington, District of Columbia, he was mustered out July 3, 1865.

The war over, Mr. Bryan returned to Iowa and engaged in teaching school in Tama county, where he was thus occupied until 1869. That year he removed to Linn county, Kansas, and continued teaching in the public schools. He was principal successively of the Ossawatimie, Mound City and Pleasanton schools until 1874, when he was elected School Superintendent of Linn county, and filled the office four years. In 1880 he purchased the Linn County Clarion at Mound City, and from that time until 1883 devoted his attention to newspaper work. He sold out in 1883, and the following year came to the Pacific coast. After spending ten months in traveling over various parts of California he came north, taught school near Portland five months, and in January, 1886, arrived in Olympia. Here he found employment as compositor in the Partisan office for eight months, after which he secured the position as principal of the public schools at Montesano, Chehalis county. In 1887 he was elected School Superintendent of that county, and filled the office until the spring of 1889. At the first State election he was chosen State Superintendent of Public Instruction for a term of four years. During his incumbency the schools of Washington have largely increased in number and efficiency, and his ability as an educator has been fully demonstrated.

Mr. Bryan was married at Buckingham, Tama county, Iowa, in 1869, to Miss Nancy

Hitchner, a native of Ohio. They have two children: Grace and Robert W., the former being the wife of R. E. Dawdy.

Socially, Mr. Bryan affiliates with the Royal Arch Masons, and is a member of Garfield Post, G. A. R.



ROBERT DOAK ATTRIDGE, a respected pioneer and prominent citizen of Jefferson county, Washington, was born in Bathurst, New Brunswick, August 10, 1834. His parents, Arthur and Margaret (Dawson) Attridge, were of English and Scotch ancestry, and were worthy and well-to-do farmers. The subject of this sketch was reared on the home farm and attended the schools at Chatham and Doaktown, New Brunswick, the latter town having been founded by his maternal ancestors, who were there prominently concerned in farming and in wool and flour-milling interests. When nineteen years of age, young Attridge started out in life for himself, going first to Bangor, Maine, where he found employment in the lumbering districts and pine woods on the Penobscot river, and there remained two years. During this time he employed his leisure moments in reading Cooper's novels, from which he learned of the great West, and being of an adventurous spirit, he started, in 1855, toward the setting sun. In due time he arrived in Stillwater, Minnesota, where he found employment with Hersey, Staples & Company, of Old Town, Maine, with whom he remained in lumbering and other occupations until 1859. Then, retracing his steps to New York city, he embarked by the Panama route for San Francisco, whence he proceeded on the old steamer "Northerner" to Puget Sound. Among the passengers on the latter boat were General Winfield Scott and staff, on their way to investigate the San Juan island complication.

On arriving in Port Townsend, Mr. Attridge went to the old milling port of Utsaladdy, where he secured employment about the mills, continuing to be thus engaged for two years. At the end of that time, in 1861, he and his brother, Richard, removed to Whidby island, and engaged in cutting ship masts, under contract with an English firm at Victoria. In this they were employed for three years, when business declined and he and his brother sold their inter-

est in the business. Mr. Attridge, of this notice, then entered the employ of Amos, Phinney & Company, of the Port Ludlow mill, and filled various positions of trust and responsibility in their employ until he resigned, in 1869, to engage in the hotel business at Port Ludlow, in which he has continued to the present time. His house is a favorite stopping place with all who have enjoyed its prompt and efficient service, and he has justly met with success and prosperity. Besides his hotel interests, Mr. Attridge owns 320 acres of choice land in Chinacum valley, eighty of which are under cultivation. There he follows farming, dairying and the stock business, all of which have proved most profitable under his capable management.

In 1874 Mr. Attridge was married, in San Francisco, to Miss Sarah L. Hall, daughter of Captain Isaac Hall, of the firm of Hall Brothers, prominent ship-builders of Port Blakeley. She is a native of Massachusetts and a lineal descendant of Governor Winslow, of Puritan ancestry. They have two children: Harriette H. and Arthur Winslow.

Fraternally, Mr. Attridge is a member of the Eighteenth degree, Scottish Rite, F. & A. M. He is Republican in politics, and served for six years as County Commissioner, besides frequently acting as a member of the Territorial Republican committees. He resides on his farm near Port Ludlow, although owning valuable property in the cities of Port Townsend and Seattle, finding his greatest pleasure in rural pursuits and domestic associations. Notwithstanding a retiring disposition, he is progressive and public-spirited, and prompt in aiding the advancement of his community, of which he is a prominent and worthy resident.



BRADFORD WEST DAVIS, a resident of Olympia, Washington, has been identified with the interests of this portion of the Northwest all his life. He was born at Claquato, Lewis county, Washington Territory, April 19, 1855.

Levi A. Davis, his father was a native of Fort Wayne, Indiana, born in March, 1832, and was reared as a farmer and miller. In 1851 he crossed the plains with his parents to Oregon, passing the first winter in Portland, and in the spring of 1852 coming to Lewis county and lo-

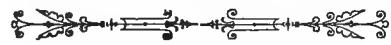
cating on the Chehalis river, where they subsequently established the town of Claquato (rolling prairie). Levi A. was married in Lewis county, March 19, 1854, to Miss Mary J. King, a native of the Province of Quebec, who emigrated to Oregon with her father in 1851, coming across the plains in the same train with the Davis party. Mr. Davis then located his donation claim adjoining his father's, and there engaged in the milling business, at first operating a sawmill, and in 1859 completing his flour mill at Claquato. He continued milling until 1870, when he sold out, still, however, retaining his farming interests. In 1867 he was elected to the Territorial Legislature by the Republican party. During the same year he and Charles Granger secured the mail contract between Olympia and Monticello, on the Columbia river, and operated the same for six years. In 1882 he was elected County Commissioner. In 1886 he and his three sons: Syrenus A., Harry K. and Lewis H., proceeded to the Big Bottom, on the upper Cowlitz river, and there each located a homestead, "packing" their supplies a distance of seventy-five miles, and reclaiming and developing farming interests in the midst of that remote but delightful mountain scenery. They kept about 300 head of cattle, and during the summer of 1891 cut and cured eighty-five tons of hay.

Bradford W. remained with his parents until he was fifteen years of age, improving such educational advantages as the locality afforded. In 1869 he entered the office of the Pacific Tribune, at Olympia, to learn the printer's trade, remaining the eighteen months. After that he was employed in the office of the Puget Sound Courier one year. Then, returning to his home at Claquato, he clerked in the country store of George J. Hogue until 1876, after which he was employed as printer until September, 1883, working successively on the Express, at Steilacoom, the Dispatch, at Seattle, the Courier and the Olympia Transcript, at Olympia. In 1883 he was appointed Assistant Postmaster, under J. N. Gale, and served in that capacity until 1888. The following February he was employed as bookkeeper of the First National Bank, in which position he rendered efficient service until June, 1889. Not long after that he became chief clerk for O. C. White, Secretary of the Territory, and when Washington was admitted as a State and Allen Weir was elected Secretary, Mr. Davis was continued in

the same capacity. He is still (1893) chief clerk for Secretary of State, being retained in that position by Hon. James H. Price, who succeeded Mr. Weir as Secretary. He was a member and assistant secretary of the Republican convention which nominated the first State officers, being one of three native sons in attendance.

He was married in Olympia, in May, 1888, to Miss Anna Pattison, a native of Thurston county, Washington, and a daughter of James and Jane Pattison, pioneers of 1849.

Mr. Davis is a charter member of Capital Lodge, No. 15, K. of P., and is Past Chancellor of the order.



JUDGE D. J. CROWLEY, one of the best known men in Washington and the Northwest, distinguished alike for ability and sterling worth of character, was born near Bangor, Maine, February 11, 1854. His parents, Bartholomew and Julia M. Crowley, were old and esteemed residents of the Pine Tree State, whence his father went to California, in 1856, during the height of the gold excitement. In 1858, the family joined him, going *via* the Isthmus of Panama. The father first settled in Nevada county, California, near the town of Grass Valley, where he eventually engaged in farming, and whence he removed, in 1887, to Los Angeles.

The subject of this sketch was reared in Nevada county and educated in the public schools of Forest Springs. He subsequently had charge of the grammar department of the public schools in Nevada City, from which position he went into the law office of Hon. Niles Searls, who afterward became Chief Justice of the Supreme Court of California. Mr. Crowley was admitted to the County and District Courts in Nevada City in 1874, and to the Supreme Court in October, 1876. He began his practice in Nevada City, where he continued about a year and then removed to Truckee, the same State, where he was engaged in active practice about three years, when, in February, 1880, he went Walla Walla. He there entered into partnership with N. T. Caton, with whom he continued three years, after which he became a partner in the firm of Allen, Thompson & Crowley, which title subsequently became Allen & Crowley,

continuing thus until the election of Mr. John B. Allen to the Senate. Mr. Crowley removed in February, 1891, to Tacoma, where he formed with P. C. Sullivan the partnership which has been profitably continued ever since. They enjoy well merited prominence in their profession and have the confidence and esteem of all who know them. Mr. Crowley is an active member of the Bar Association of Washington, which numbers some of the leading lights of the fraternity in the Northwest.

The public career of Mr. Crowley is particularly notable, covering as it does a good portion of his residence in Washington. He was a member of the Constitutional Convention of 1889, representing the county of Walla Walla, and he served on the Judiciary Committee and acted as Chairman of the Apportionment Committee. He was an earnest advocate of the California judiciary system, which is practically drafted into the Constitution of the State. He was a member of the first State Convention of the Republican party, which was held in Walla Walla, previous to which he served in the Territorial conventions continuously, with the exception of one session, from the time of his arrival in Washington. His actions have always been characterized by the highest motives and most able judgment, and he justly enjoys widespread esteem throughout the Northwest, where he is well and favorably known.

May 5, 1891, Judge Crowley was married in Walla Walla, to Miss Sarah Lynch, a native of that city and a lady of estimable worth of character.

It is to such men of sterling principles and energetic nature that Washington owes its present proud position in the sisterhood of States, and although among the youngest of that brilliant throng, she ranks favorably with the oldest in all that goes to make a great commonwealth.



JAMES PATTISON, a resident of Olympia and an honored pioneer of 1849, was born in Randolph county, Illinois, December 26, 1824. His father, William Pattison, a native of Ireland, came to the United States in 1805, and settled in South Carolina, where he married Miss Mary Munford. About 1822 he removed to Illinois and engaged in farming. He was a machinist and did considerable work

in connection with cotton gins and rice mills.

James Pattison remained with his parents until 1848, when he was married to Miss Jane Wyllie, a native of Scotland. Preparations were then made for crossing the plains to Oregon, and April 10, 1849, the little company set forth, composed of William Pattison, wife and sister, with his six sons and the wives of James and another son. They had three wagons, drawn by horses, mules and oxen. They crossed the Missouri river at St. Joseph on the sixth of May, and, proceeding by the Forts Kearney and Laramie and the South Pass, they reached the Dalles on November 3. The brother's wife died in Ash Hollow, on the Platte river, and the aunt on the Blue mountains, both being buried in lonely graves by the wayside. Excepting these bereavements, the journey was only marked by the usual hardships, fatigue and wearisome travel. It being too late to cross the Cascade mountains, they made a raft at the Dalles and floated their effects to the Cascades, the animals being driven by the trail. While in camp at the Cascades they were caught in a snow-storm and suffered great hardship for want of shelter and food. Their tent being about worn out, their strength exhausted from the long journey, food gone and their only subsistence being dried salmon and potatoes which they procured from the Indians, their misery can be imagined. Thus they remained for three weeks, until the Indians could be persuaded to bring them down the river. The stock had been driven ahead but all died except two mules.

Duly arriving at Vancouver, they hired to a representative of the Government, and were employed in hewing timber, thus securing food for the winter. They remained until March, 1850, when they hired Indians to take them up the Willamette river to Linn City, the present site of Oregon City. There they found work until July, when they hired a boat and the entire family started for the Cowlitz river, part of the family remaining on the bottom lands to raise a supply of potatoes, and part proceeding to the Newaukum prairie to put in a crop of wheat. The family again united in the spring of 1851 and proceeded, amidst great hardships of travel from muddy roads, frequently cutting their own trail, to Chambers prairie, and there located their donation claims, 640 acres to man and wife, and 320 acres to each single man. About 1861 the parents and certain of the sons

went to Lane county, Oregon, where the parents subsequently died. Robert is still living near Eugene, Lane county, and Charles near Corvallis, Benton county, each engaged in farming. James and Nathan remained on Chambers prairie, continuing their farming and stock interests up to 1865, when they removed to Olympia, purchasing town property, and have since engaged in real-estate speculations and the loaning of money. Nathan, being unmarried, still lives with his brother. Their financial interests are largely centered in Olympia, though they still own the original 640 acres of their father's claim.

Mr. and Mrs. Pattison have had seven children, only two of whom remain, James R. and Annie. The latter is the wife of Brad W. Davis. James R. was born in Thurston county in 1858, was educated in Olympia, and was married to Miss Cora M. Ferguson, of Fort Wayne, Indiana, June 1, 1893. He is engaged in the real-estate business. The handsome home of this worthy pioneer is located on the corner of Second and Quincy streets, where he and his family are surrounded by all the comforts of life.

Thus, briefly is depicted the pioneer life of 1849, and one can but honor the strength and courage which induced the emigration, and rejoice in the prosperity which has attended these brave men.



BENJAMIN F. PATTEN was born in Brown county, Ohio, on April 12, 1841. His parents were James and Margaret (Cline) Patten, the former a native of New Jersey, the latter of Pennsylvania.

Benjamin F. was reared in Ohio, and when twenty-six years old removed to Nebraska, about four miles from Lincoln, where he lived for more than ten years. In October, 1878, he came to Washington, first locating on Lake Washington, where he remained nearly three years, and then bought his present home and property, consisting of 102 acres, none of which was cleared when he bought it. He now has in cultivation forty acres, mostly devoted to hops.

He was married in Ohio, on September 28, 1864, to Miss Nancy McWilliams. They have four children, viz.: Laura B., John H., Benjamin and Elmer E.

Mr. Patten entered the United States army on June 5, 1861, enlisting in Company K, Twelfth Ohio Infantry. He was in numerous noted engagements of the Civil war, among which were the battles of Carnifex Ferry, second Bull Run, Frederick, South Mountain and Antietam. He was mustered out in July, 1864.

Mr. Patten is a member of the General Grover Post, No. 51, G. A. R., and is a staunch Republican politically.



WILLIAM BILLINGS, well and favorably known to the residents of Washington as the Sheriff of Thurston county for nearly twenty-five years, was born in Addison county, Vermont, in 1827.

His father, Parson Billings, was a native of Connecticut, descended from Puritan ancestors, his forefathers belonging to a sturdy race of men who followed the sea. He married Miss Eunice Alden, lineally descended from John Alden, of historic fame.

William Billings was educated in the schools of Vermont, and remained with his parents upon the farm until his nineteenth year, when the proclivities of his ancestors became manifest in him, and, going to New Bedford, Massachusetts, he shipped upon a whaling vessel for a long cruise which carried him along the coast of Africa, thence into the northwest seas, via the Sandwich islands. While at Honolulu in 1849, he heard of the discovery of gold in California, left his vessel, and upon a merchant ship as a common sailor worked his way to San Francisco, arriving July 4, of that year. He went to the mines on Feather and Yuba rivers. Not, however, immediately realizing his exalted anticipations of the abundance of free gold, he prospected around for a short time, then returned to San Francisco, and by sailing vessel came to Portland, Oregon, arriving in September, 1849. Here he engaged in lumbering and hewing timber until August, 1851, when he visited Olympia and the headwaters of the Sound, returning to Portland the same fall. With the breaking out of the Queen Charlotte mining excitement, he organized a company of seventy men, purchased the brig *Eagle*, and with necessary supplies started for the mines. The prospecting revealed plenty of gold, but as it was all in quartz, and as they had no facilities for

mining, he returned to Olympia, arriving in June, 1852. He then located a donation land claim of 320 acres, three miles below Olympia, on the east side, and there engaged in the lumbering business, which he followed at intervals up to 1860. With the Indian outbreak in 1855 he volunteered in Company B, First Regiment, Captain Gilmore Hayes, and served six months, taking part in the engagements of White river, Green river and South prairie. During the Fraser river mining excitement in 1858-'59 he passed eighteen months in the mining district, but was chiefly engaged in gardening and in running a pack-train between Spinlam Flats and Caribou.

In 1860 Mr. Billings was elected Sheriff of Thurston county, being the first Republican official elected in the county. In the latter part of 1862 he left matters in the charge of his deputy while he went to the Salmon river mines. He prospected a short time, and then established a ferry across the Snake river, on the main line of travel. After a few months he sold out, returned to Olympia, and was appointed carpenter in charge of the Puyallup Indian reservation. There was then not a white resident between the reservation and Steilacoom, and for weeks at a time his family were alone among the 600 Indians. He remained nearly five years, and shortly after retirement was appointed farmer in charge of the Black River Agency, where he superintended 300 Indians and the working of the reservation. He returned to Olympia in January, 1869, and was appointed Deputy Sheriff for J. H. Kellätt, and at the succeeding election was again elected Sheriff of the county, which office he held continuously up to January 12, 1891. A notable circumstance touching his service and the care of prisoners, was that, in 1878, he contracted with the Territory to build a jail at his own expense, take all prisoners from point of conviction, and care for, board, clothe and protect them during confinement, at the price of 70 cents each per day, he being permitted to use their services as he should see fit. He built his jail at Seatco, started a cooper establishment, developed a coal mine, and organized the manufacture of sash, doors, blinds and lumber as the Seatco Manufacturing Company, continuing the contract labor for the term of nine years. In 1878, by reason of its coal prospects, he bought a tract of eighty acres adjoining the town of Tenino, which property he

subsequently deeded to his son, Charles A. This is now the site of the Tenino stone quarries.

Mr. Billings was married in Oregon, in 1854, to Miss Mary A. Miller, who died in 1855. He was married at Tumwater, in 1861, to Miss Mary Ann Kandle, who died in 1868, leaving two children, one of whom, Charles A., survives. He was again married in Olympia, in 1873, to Miss Jeannette M. Ballentine. They have had five children, namely: Frederick W., John Alden, Eunice C., Laura A. (deceased) and Laura Ethel.

Mr. Billings is a member of the blue lodge, chapter and commandery, F. & A. M.; has also taken the Scottish rite degree, and is an Ancient Odd Fellow. He owns a ranch of forty-six acres on Chambers' prairie, eight acres being devoted to the cultivation of hops, and fourteen acres to prunes, his orchard being among the finest in the county. His two-story brick residence, corner of Ninth and Washington streets, was built in 1874, the first brick house erected in the State. By wise and economic investments he accumulated a large property, which he has judiciously divided among his several children. He is a man of genial disposition and social temperament, and enjoys an extended acquaintance throughout the State.



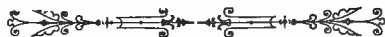
JOHAN T. FAWCETT (deceased) was born in Ralts county, North Carolina, on November 19, 1814. His parents were William Fawcett, a native of Ireland, and Margaret (Carlyle) Fawcett, born in Philadelphia, and descended from an old English family.

When John T. was thirteen years of age, the family removed to Boone county, Missouri, and it was there he lived until manhood, both parents having died meanwhile, leaving him a farming property, where he went to live. He was married on July 7, 1842, and with his wife continued to reside on the farm until 1845, when they sold their place and removed to Boone county, Missouri, where they lived until 1854, when they came to Washington, making the journey via St. Joseph, Missouri, at which place they crossed the Missouri river on May 1, 1854; thence via Forts Kearney and Laramie and the Platte river (south side) to Snake river; then down the Columbia to the old fort, where they

crossed the river and proceeded to Pierce county, Washington, locating about five miles from Fort Steilacoom, where they took up a claim. They remained there until 1864 and then went to the White river, where Mrs. Fawcett now resides, near Slaughter. When they first took the land, it required the combined efforts of Mr. and Mrs. Fawcett and two yoke of oxen several days to clear a place sufficiently large for their house. The old log cabin stands there to-day close to the present family residence, a reminder of their early hardships. The place contains 160 acres.

Mrs. Fawcett was formerly a Miss Ann Cullin, a daughter of Charles and Rebecca (Pennick) Cullin, of Warren county, Kentucky. Her father was born in Halifax county, Virginia, of a Scottish family. Her mother was born and reared in Warren county, Kentucky. Her family is of English descent and her ancestors were early settlers in Kentucky. She is the mother of a large family of children, there being six living and two dead. Those living are: William, now a resident of Tacoma; Nancy, wife of John T. Stewart; John, James, Adaline and Emma. Those deceased are: Caroline, who was the wife of John Nelson, and Maria, single, who died at the age of sixteen.

Mr. Fawcett's death occurred on September 11, 1887. He was a member of the Methodist Church and had been active in the church from his boyhood.



VALERIUS A. MILROY, Postmaster at Olympia, Washington, was born at Rensselaer, Jasper county, Indiana, August 17, 1855.

His parents, Robert H. and Mary J. (Armitage) Milroy, were married in Indiana, both the Armitage and Milroy families being among the early settlers of that State. Robert H. Milroy was reared to farm life and was educated at Norwich Military School, Norwich, Vermont, under the superintendence of Captain Partridge. He participated in the Mexican war, and after peace was declared he engaged in the study of law, continuing in that profession until the breaking out of the Civil war. He raised the first company of volunteers in Indiana, in February, 1861, at the first call for troops, and joined the Ninth Indiana Volunteer Regiment.

He was commissioned Colonel of said regiment, and was subsequently promoted to the rank of Major-General, and served through the war. His early service was in West Virginia. At Winchester his command was surrounded by Lee's army, and, rather than surrender, he, without orders, cut his way through. For this act he was criticised, but was exonerated by the Government; was stationed at Tullahoma, Tennessee, to guard the railroads and source of supply of the army. In 1866 he removed his family to Delphi, Indiana, and there engaged in the practice of law. In 1870 he was appointed by President Grant as United States Marshal of Wyoming, and his appointment was confirmed by the Senate. He resigned, however, without qualifying. In 1872 he was appointed Superintendent of Indian Affairs of Washington Territory, and removed to Olympia. He discharged the duties of that office until its abolition in 1874, when he was appointed Indian Agent for Puyallup and Nesqually reservations and other tribes and bands, and held the office until the agencies were consolidated in 1881, when he was appointed Agent at Yakima reservation to fill the place made vacant by the resignation of Dr. J. H. Wilbur. In 1885, with the change of administration, he resigned. Returning to Olympia, he retired from active life, and his death occurred in March, 1890, at which time he had attained the advanced age of seventy-four years. His widow is still living.

Valerius A. was educated in the public schools of his native city, and at Delphi and Olympia. The summer of 1872 he spent with a Government surveying party, and the winter following entered a printing office to learn that trade. Thus, alternating summer and winter, he worked until 1878, when he entered his father's office at Olympia, as chief clerk. In January, 1881, he formed a co-partnership with M. O'Connor, and engaged in the livery business, continuing the same until April, 1884. Then he joined his father at the Yakima Indian reservation, and took charge of the commissary department. He remained with his father's successor until September, 1886, when he resigned. Then for a few months he clerked in a country store at North Yakima. In January, 1887, he went to Portland and took a course at the business college, and upon his return to North Yakima he continued merchandising until 1889. That year he came to Olympia. He was appointed Postmaster of Olympia by

President Harrison, May 28, 1889, and the appointment was confirmed by the Senate after the convening of that body in December following. The office was at that time a third-class one. It was made second-class in July, 1890, and the increased population of the city soon necessitated a delivery system, which was inaugurated January 1, 1892.

Mr. Milroy is unmarried. He is a member of the I. O. O. F., the A. O. U. W. and Sons of Veterans. As Postmaster, he is efficient and obliging, discharging the duties of his office in a most creditable manner and to the general satisfaction of all.



EDMUND BAILEY, keeper of the light-house and fog-horn at Port Wilson, Jefferson county, was born in Belmont county, Ohio, February 18, 1838, a son of Edmund and Margaret (Downey) Bailey. The parents had thirteen children, eight of whom are now living. In his youth Edmund Bailey, Jr., lived with his parents on a farm, and in early life learned the carpenter and wagon-maker's trades, following those occupations in various places during his residence in his native State. In 1874 he grew tired of Ohio, and started West, arriving in Oregon, where he located on a farm near Forest Grove. In 1880 he sold his land there and went to Astoria, that State, where he was employed in a sawmill two and a half years, and for the following two years worked in a fish cannery. In 1885 Mr. Bailey enlisted in light-house service, and was stationed at Cape Foulweather, as second assistant, but was soon afterward promoted to first assistant. In 1888 he was transferred to Point Wilson, Jefferson county, Washington, near Port Townsend, as principal keeper, and has one assistant. Although a fourth-class station, it has a fog whistle and engine, and all are well kept and in first-class order. In his social relations Mr. Bailey is a member of the I. O. O. F., Newport Lodge, No. 89, of Oregon.

In 1877 he made a short visit East, and in Linn county, Iowa, was married to Miss Elizabeth Webster, who died in the summer of 1879. In 1886 Mr. Bailey again went East, and in Lewis county, Kentucky, was united in marriage to Miss Emma Cadwallader, who died in the fall of the same year. In 1891 he married

Miss Amanda Andrews, a native of Clarke county, Washington, and this wife died in 1892. In 1893, in Jefferson county, Mr. Bailey was joined in marriage with Miss Jessie McKenzie, who was born in Nova Scotia in 1847, a daughter of John and Christina (Carr) McKenzie. Mrs. Bailey was raised in Ontario, and about five years ago came to Jefferson county, Washington.



JOHAN W. WAUGHOP, M. D., was born in Tazewell county, Illinois, October 22, 1839. He is of Scotch ancestry, his great grandfather having come from Scotland. His parents, Richard and Mary A. (Bowman) Waughop, were born in Virginia. They both emigrated to Illinois in an early day and were married in 1837. His father with his first wife came by team all the way from Portsmouth, Virginia, to Peoria (then Fort Clark), Illinois. John W. is the second of eight children by the second marriage. There were two by the first marriage, making ten in all. The parents were hospitable, and a homeless waif was added to the number and made a member of the family and raised to manhood. They were upright, honest people, having the respect of all who knew them and being honored by their children. They were exemplary members of the Methodist Church.

The subject of this sketch was raised on a farm, and, like other farmers' boys, obtained his early education at the country school in the winter months. He entered Eureka College, but his college course was interrupted in the second year by the breaking out of the Rebellion. He, with other college students, enlisted under President Lincoln's call for 75,000 men for ninety days, and formed Company G., Seventeenth Illinois Volunteer Infantry, with a college professor, O. A. Burgess, for Captain. They went into camp in Peoria. At the end of ninety days he enlisted "for three years or during the war, unless sooner discharged." He served with his regiment during the first half of the term, and was in the battles of Donelson and Shiloh, and afterward did hospital service at Lake Providence, Louisiana, and Vicksburg. At the expiration of three years' service he was honorably discharged at Springfield, Illinois, in July, 1864. After leaving the army he took a course of medical lectures in the University of

Michigan, entering in the fall of 1864. Thence he entered the Long Island College Hospital, Brooklyn, and graduated in June, 1865. He began the practice of medicine in White Cloud, Kansas, and was elected Mayor of that city. In the latter part of 1866 he moved to Blue Island, near Chicago, Illinois, where he remained five years. In 1871 he moved to Olympia, Washington Territory, and practiced his profession there nine years. He was then, in the fall of 1880, offered and accepted the position of Superintendent of the Hospital for the Insane of Washington Territory, now the Western Washington Hospital for the Insane, and has remained in that capacity ever since.

He was married in 1866 to Eliza S. Rexford, daughter of Hon. Stephen Rexford, a prominent citizen of Cook county, Illinois.

Dr. and Mrs. Waughop have one son, Dr. Philip Rexford Waughop, who is a graduate of Harvard College, class of 1890, and of the medical department of the same college, class of 1893.

Dr. Waughop is a member of George H. Thomas Post, G. A. R., Olympia; also a member of the American Medico-Psychological Association, and the New York Medico-Legal Society. He is also at the present time (1893) President of the Medical Society of the State of Washington. His greatest labors, and the principal work of his life, have been in connection with the Hospital for the Insane. Under his administration fine buildings have been erected with a capacity for 600 patients, and the insane are as well provided for there as in older States.



ROBERT G. CALDWELL, the leading dentist of Seattle, was born in McMinn county, Tennessee, in February, 1843, a son of Robert R. and Elizabeth Caldwell, natives respectively of South Carolina and Tennessee. The father followed carpentering until 1851, when he moved to McDonald county, Missouri, and there purchased and improved a fine farm.

Robert G., the subject of this sketch, was reared to farm life, and educated in the schools of his native locality. Being from the South, his sympathies were naturally with that people when the war broke out, and he enlisted in Company H, Sixteenth Missouri Infantry. He

served in the trans-Mississippi Department; remained at the front until the final surrender at Shreveport, Louisiana, when he paroled and given transportation home. Mr. Caldwell enlisted as a private, but for meritorious services was promoted to First Sergeant. He followed farming from the close of the struggle until 1873, and in that year embarked in merchandising in Santa Rosa, California. One year later he entered the office of his brother, Francis M. Caldwell, to learn the principles of dentistry, and two years afterward engaged in business in Santa Rosa. In the summer of 1880 he came to Seattle, and the city then contained a population of about 3,500, and Dr. J. C. Grasse was the only practicing dentist in the place. Dr. Caldwell at once opened an office, and since that time has continued in general practice. In 1887 he joined the volunteer fire department, was on hand at the general alarm in June, 1889, assisted in laying the first hose, but, the water supply being insufficient, a destructive fire seemed inevitable. Going to his own office the Doctor removed his implements and furniture, and suffered but slight loss. Ten days after the fire he opened an office in a tent on Second street, between Marion and Madison streets, but five months later removed to the Seattle block, where he remained about one year: then he moved to the Korn block, rooms 6 and 7, where he is now located.

Mr. Caldwell was married in Missouri, in 1868, to Miss Margaret M. Brooks, a native of Alabama. They have seven children, four sons and three daughters. The family reside on the corner of Ninth and Pine streets, where the Doctor completed a beautiful home in 1884. He also owns other property in the city, and fifteen acres of well-improved land on the Dwamish river. Socially he affiliates with the A. O. U. M., Woodmen of the World, Golden Shore and Royal Good Fellows.



CB. ZABRISKIE.—The firm of Geiger & Zabriskie was organized in 1888, and the individual members of the same are Henry O. Geiger and C. B. Zabriskie. They engaged in a general contracting business, but made a speciality of dredging and harbor work, and wharf-building. Their work has been confined to the Puget Sound. They dredged the

first channel made from the head of the bay to the Northern Pacific drawbridge—this being the first dredging done on the Sound; and they built most of the docks along that channel. Among some of the most important pieces of work executed by the firm were the construction of the foundation for the Puget Sound Flouring Mills, the pile-driving for the Northern Pacific track running to Old Town, the construction of the bulkhead for the Land Company, the building of the Port Defiance motor line, which work was done in about sixty days; also the Steilacoom electric line,—eleven miles long; the construction of the dyke on the Snohomish river—twenty miles long. They have now two Government contracts for the improvement of the harbor at Olympia, and the Swinomish Slough near La Conner. They are now engaged in repairing the long bulkhead of the land company with piles calculated to resist the ravages of the teredo. This firm is competent to handle work of almost any magnitude and is possessed of a plant worth not less than \$30,000.

Mr. Zabriskie, of the firm, is a native of Jersey City, New Jersey, and was born on the 10th of July, 1858, his parents being George I. N. and Eliza Moore (Blauvelt) Zabriskie, the former a native of New York and a descendant of an old Revolutionary family. The first of the family came to this country in 1692. His father was cashier of the People's Bank of New York city when he died. His mother was born at Hackensack, New Jersey, and was also a descendant of an old New Jersey family. Her grandfather Moore was a large land-owner of New Jersey.

Mr. Zabriskie was reared in Jersey City and educated there and at the New York University, at which institution he graduated in 1878. He was a member of the Psi Upsilon fraternity while at college. His father died just before graduation, and when he left college he at once engaged in work. He tried various firms and lines of business, and finally decided to try his fortune in the West. He accordingly came to Tacoma in 1882, reaching that city without an acquaintance to aid him and with but a few hundred dollars. He first obtained employment with the Tacoma Land Company and remained with them in the capacity of bookkeeper until 1885, when he went back East as far as Chicago and remained there until 1886, when he again came to Tacoma and secured employment with Nelson Bennett as chief clerk, which position

he resigned to accept a similar one with the Tacoma Land Company, and remained with them until 1888, at which time the firm of Geiger & Zabriskie was formed.

He was married, in 1885, to Miss Rachel Evans, daughter of Judge Elwood Evans. She died in 1885. Three years later he married Miss Augusta Sears, daughter of T. C. Sears, of Kansas. They have one child living, named George, and one dead.

He is a member of the Union Club of Tacoma, the Yacht Club and Amateur Athletic Club, and is a Democrat in politics.



E B. FOOTE, a member of the firm of Zimmer & Foote, Centralia, is a native of the State of Ohio, born in Clinton county, January 10, 1865. His parents, Baldwin and Lotta (Smith) Foote, were also natives of the Buckeye State. The Foote family is of German extraction, the first ancestors in this country having emigrated from the fatherland to the United States in the latter part of the seventeenth century. E. B. Foote is the sixth generation removed from the five brothers who bravely left their native land for a new and untried country. He received his education in the public schools, finishing his studies in 1884. He then served an apprenticeship to a photographer, and devoted himself to the art for a period of three years, during which time he was in the States of Ohio and Illinois. He was also employed at the machine shops of Springfield, Illinois, for two years.

In 1889 Mr. Foote came to the Pacific coast, and for a time resided in San Jose, California. The following year he came to Centralia, and, realizing the advantages of the situation, embarked in the hardware business, having formed a partnership with Mr. Zimmer. The firm deal extensively in agricultural implements, and carry a large stock of heavy and shelf hardware, stoves and tinware; they do a large business as practical tinnerns and plumbers, and their easily ranks among the leading establishments of the character in southwestern Washington.

In politics our subject is a staunch supporter of the issues of the Republican party. He was elected a member of the City Council in 1891, and was returned in 1892, a convincing evidence of his acceptability as a member of that



A. F. Burleigh

body. He is prominently identified with the I. O. O. F., having passed the chairs of the subordinate lodge and holding a membership in encampment.

He was united in marriage, May 4, 1891, to Miss Clara Van Norman, a native of the State of Missouri: they have one child, a son named Frederick. Mr. Foote is one of the most enterprising and progressive citizens of Centralia, and his efforts to further the interests of his town and county are fully appreciated in the community.



ANDREW FAULK BURLEIGH, a lawyer of the Seattle bar, was born in Kittanning, Armstrong county, Pennsylvania, January 7, 1858. His father, Walter A. Burleigh, was born October 25, 1820, in Waterville, Maine, where he was reared and educated to the medical profession. He went to California at the time of the gold excitement of 1849, going and returning by sailing vessel around Cape Horn. Returning east in 1852 he removed to Armstrong county, Pennsylvania, where the subject of this sketch was born. He practiced medicine until 1861, was prominently known in Pennsylvania as an earnest advocate of Republican principles, and took an active part in the organization of the Republican party. In 1861 he was appointed Indian agent of the Yanktonais Indians of Dakota, and held that position until 1865. In 1864 he was elected Delegate to Congress from Dakota, and was re-elected in 1866, serving four years. He also served as member of the upper house of the Dakota Legislature in 1877, and was President of that body. He took an active part in securing the enactment of the excellent code system of Dakota. He was afterward, during a sojourn of some years in Montana, member of the upper house of the Territorial Legislature, and was also a member of the constitutional convention of Montana, held in 1889. In 1892 he was elected, and is now a member of the State Senate of South Dakota.

Andrew Jackson Faulk, the maternal grandfather of our subject, was born in Pennsylvania in 1815. He followed a mercantile life until his removal to Dakota in 1866. He was appointed Governor of Dakota Territory by President Johnson, and subsequently served as Clerk

of the district court for about ten years. In 1867 he was a member of the Indian Peace Commission, being associated with Generals Sherman, Hancock, Harney and others of national reputation.

Andrew F. Burleigh received a liberal education. He entered upon the study of the law in the office of the Hon. G. C. Moody, afterward United States Senator from South Dakota. Later he took the regular law course at the State University of Iowa, and was graduated and admitted to the bar June 18, 1878.

He began practice at Yankton, Dakota, and after a few months removed to Deadwood in the Black Hills; to Miles City, Montana, in 1881; to Helena in 1887, and in 1889 to Seattle, Washington, where he has since resided.

In 1883-'84, he was District Attorney of the first judicial district of Montana. In 1883 he was elected one of the six delegates at large from the Territory to the constitutional convention which met in 1884. In that convention were gathered most of the men then and since prominent in the public affairs of Montana.

Mr. Burleigh has always been a lawyer, and in Seattle represents various important interests. He is general counsel of the Oregon Improvement Company, and also is local counsel for the Northern Pacific Railroad Company. He is married and has three children.

Although he takes an active interest in politics and is an earnest Republican, he is not an office-seeker.



ANDREW B. YOUNG, one of the respected pioneers of the Pacific coast and a man prominent in the development of Seattle, was born in Lubec, Maine, October 1, 1822, and has thus put a continent between himself and his birth-place. His parents, Daniel and Elizabeth (Lock) Young, were both natives of New Market, New Hampshire. His father followed the sea for a number of years and then settled in Lubec, where he engaged in the merchandise business, which he followed until 1827. He then moved to Grand Menan island, where he engaged in catching and buying fish, to salt and dry for trade with the United States and the West Indies. About 1840 he returned to Maine and settled in Meddybemps, where he resumed a mercantile life, which he followed until his death.

The subject of this sketch received a common-school education until his fifteenth year, when, because of ill-health and a desire to see the world which he had been studying, he decided to go to sea, and sailed for a number of years thereafter in the West India and South American trade. In November, 1845, he shipped before the mast on the stanch ship *Barnstable*, loaded with a general cargo and bound, via Cape Horn, for the California coast, the object being to exchange their commodity for a load of the native productions of California, consisting of hides and tallow. They arrived in San Diego in March, 1846, but not being allowed to discharge their cargo, they proceeded to Monterey, where the customhouse was located. Thence they went to Yerba Buena, now San Francisco. The country in that vicinity was in a state of turmoil over the conquest of the territory by the United States; and, in the following July, the American flag was hoisted in the plaza of San Francisco. The ship *Barnstable* lay in port about six months, when, before peace was declared, they cruised along the coast until June, 1848, collecting their cargo of hides and tallow, with which they returned to Boston.

Mr. Young followed the sea on the Atlantic until 1853, when he returned to San Francisco by the Nicaragua route, arriving at that port in January, 1854. From there he went to the placer mines in Tuolumne county; but a few months satisfied him with that pursuit, and in July he returned to San Francisco, when he at once sailed for Puget Sound. Arriving there he began work for the Puget Mill Company at Port Gamble, but shortly afterward became mate on one of this company's vessels and made a cruise to Australia. He continued to follow a seafaring life until 1856, when he returned to Port Gamble and engaged in mill work, assisting in erecting a mill at Seabeck for the Washington Mill Company.

On the outbreak of the Fraser river gold excitement, in 1858, Mr. Young started for those mines with \$500 in gold in his pocket, but, after ten months of hardships and exposure, he returned with \$50 in gold dust and "heaps of experience."

Resuming work for the Washington Mill Company, he remained with them until 1860. He then engaged with the Port Madison Mill Company, at Port Madison, in the varied capacity of salesman, bookkeeper and man of all work, and remained in their employ until Feb-

ruary, 1868. At this time he came to Seattle and became a clerk for Atkins & Shoudy, general merchants, successors to Dexter, Horton & Co., with whom he remained three years, after which he removed to Port Townsend to accept the appointment of Inspector of Customs, the duties of which important office he efficiently discharged for four years, when he resigned and once more returned to his favorite city, Seattle. In 1876 he became an employé of Captain Marshall and George W. Prescott in building the lumber mill at Freeport, in whose service he continued as bookkeeper about four years, after which he entered the drug business in company with M. A. Kelly, with whom he remained about three years, at the end of which time Mr. Young sold out and retired from active business.

In 1868, Mr. Young purchased his first property in Seattle, being one-fourth of a block on the southwest corner of Fourth and Marion streets, at that time unimproved and covered with brush and stumps. He shortly afterward also purchased one-fourth of a block on the southeast corner of the same streets, on which is his present residence, erected by Captain Kellar, which was at that time one of the finest houses in the city. Here Mr. Young has since resided, improving the opposite corner and engaging in the purchase and sale of city property and acre realty in adjoining counties.

In politics Mr. Young is a Republican, and represented Kitsap county in the last annual Territorial Legislature, in 1866, as well as in the first biennial session, in the winter of 1867-'68, his services being marked by his usual good judgment and honorable character.

In January, 1850, Mr. Young was married, in Charlotte, Maine, to Miss Huldah A. Tarbell, a descendant of one of the pioneer families of the Pine Tree State. They have four children: Frederick A., deceased; Horace H.; Andrew M.; and Jesse O. Their sons are married and settled in business, and the prattle of their little ones fills the home and hearts of the grandparents with sunshine and joy.



JAMES M. STEVENSON, who resides on a farm near Steilacoom city, Pierce county, Washington, is a native of Scotland; born in Sterling, December 9, 1826. His father,

Henry Stevenson, was also a native of Sterling, and his mother, *nee* Elizabeth Mirk, was born near Glasgow. Henry Stevenson managed a distillery in Scotland until the spring of 1832, when he emigrated with his family to Quebec, Canada, arriving there in May of that year. From Quebec he soon afterward moved to Montreal, where he was engaged in the business of distilling. In the meantime he purchased a farm fifty miles southeast of Montreal, near Grauby, and placed the same in charge of his sons.

In the year 1845 James M. Stevenson went to the village of Stevens, Essex county, Vermont, where he remained about two months. At the end of that time he returned to Canada, but a short time afterward went to New Bedford, Massachusetts. There he shipped on a whaling vessel bound for the South Pacific ocean. They cruised on the Indian ocean, landed at New Zealand and the island of Tahiti; in the spring of 1848 touched at the Sandwich islands, and went to the northwest coast and killed thirteen whales. They came around Cape Horn to the Falkland islands, thence back to the coast of Chili, where Mr. Stevenson deserted the ship and landed at Juan Fernandez. There they ran short of provisions, and during a period of four days had only one meal, and for eight days afterward they subsisted upon the meat of animals they could kill. They were rescued by the bark *Sarah* and taken to San Francisco, where they arrived March 16, 1850.

In the meantime gold had been discovered in California, and the people from all over the world were flocking to her mines, and Mr. Stevenson joined the throng of gold-hunters. For about eight years he was engaged in mining in various parts of California, after which he went to the Fraser river mines in British Columbia, thence to the Nez Perces mines in Idaho, and also visited the mines at Salmon river, Swank and Cœur d'Alene. During all his travels in the mines and elsewhere he was always his own pack-horse and never employed a guide. Oftentimes he was forced to go without food for several days. On one occasion for twelve days he and a companion subsisted on ten pounds of flour mixed with a little water. Flour was 75 cents a pound and salt was \$1 a pound at that time.

In 1860 Mr. Stevenson came to his present location in Pierce county, bought a home and has since resided here. He has never married

and lives all alone. After thirty years of absence he returned to his old home in Canada, where he found but few relatives and acquaintances living. His mother, thinking him a stranger, refused him a night's lodging, his oldest brother, with whom he had worked on the old farm, being the only one to recognize him. A few months later he returned to Steilacoom city.

Mr. Stevenson has served as Justice of the Peace at Steilacoom city, and also as jailer when the penitentiary was located here.

ALONZO R. COOK was born in Saratoga county, New York, about ten miles from Saratoga Springs, on March 2, 1830. His father was a native of Ireland, and when ten years old came to this country in company with an elder brother and located at Montpelier, Vermont, where he learned the trade of stonemason. He married while there a Miss Norcross, a descendant of an old Puritan family. They afterward removed to Saratoga county and there died.

Alonzo R. was reared in that vicinity till sixteen years of age, when he went to La Salle county, Illinois, and worked a year driving a team for a brick-yard. In 1847 he left there in company with John Baker (now residing near Salem, Oregon), and crossed the Missouri river on his way West. He then continued the journey with Mark Sawyer's party. He drove an ox wagon all the way, making the trip via Ash Hollow and the south side of the Platte by Chimney Rock, where they crossed to the north side of the Platte, just below Laramie, and on by Devil's Gate, Independence Rock, Soda Springs, Fort Hall, Salmon Falls, and thence down by old Fort Boise and Grande Ronde valley. They crossed the mountains in the same year that the Indian massacre occurred, and reached Oregon City in October, making the journey in about six months.

Mr. Cook first obtained work in a tannery owned by a man named Smith. His first few years were attended with the usual hazardous experiences of the early settler, consequent upon the extreme hostility of the Indians and their evident desire to exterminate the pioneers if possible. In 1849 he made a trip to New York and returned in 1850, reaching San Francisco

in August. He then went into the "Rough and Ready" mines of California, but later on worked at farming. In 1855 he went to Siskiyou county, California, but remained only one year, when he went to Eugene, Oregon, and engaged in buying and selling stock. In 1864 he enlisted in the Civil war under Ephraim Palmer in Company B. After nineteen months' service at Forts Hall and Boise he was mustered out, in July, 1866. He then came back to Lafayette, in Yam Hill county, Oregon, where he remained for four years, and then removed to Clarke county, in this State, where he lived for seven years on his homestead. He afterward sold this property and removed east of the Cascade mountains, near Colfax, but did not like the location and returned to Hillsboro, Washington county, in 1883, lived there five years, then removed to Clarke county, Washington, and bought forty-seven acres of land, where he now resides. His farm then was a wilderness of woods, but is now an attractive and well-cultivated place.

Mrs. Cook was formerly a Miss Telitha Wood, and is a daughter of John and Martha Wood. Mr. and Mrs. Cook have had four children, one of whom, John, died at Hillsboro, aged only seventeen months. Those living are: Maude E., Emily E. and Mary.

Mr. Cook is a Republican politically, and takes an active part in politics even at his advanced age. He is a member of Montezuma Lodge, No. 50, I. O. O. F., Hillsboro, in which he has taken the Grand Lodge degree.

CURTIS M. JOHNSON was born on January 17, 1848, in the town of Molde, in north Norway. He is the son of Andreas and Emma Johnson. His father was a carpenter by trade. At an early age he went to sea, continuing steadily until the year 1864 and becoming an able and efficient seaman. In 1864 he landed in San Francisco and there took to the trade of cabinet-making with the well-known firm of A. Schwartz & Co., and remained with them, with slight intermission, until the fall of 1869. Then he went to South America, there continuing his trade of cabinet-making in Lima until the fall of 1871, when he started the business of contracting and furniture work. He remained there two years and

then returned to San Francisco, and worked at his trade in that city until 1875, in which year he came to Seattle on the 15th of August. He then entered in the furniture business with the firm of Hall & Graves (later known as Hall & Poulson) and remained with them till August, 1876, when he went to Walla Walla, beginning work with the firm of Everett & Abell. In the spring of 1877 he worked for Dovell & Butler, and remained with them until the fall of 1877, when he bought out Mr. Butler's interest and the firm took the name of Dovell & Co. In 1881 he sold out his interest and bought a farm on the Walla Walla river. He kept this only a short while and sold it to go to Tacoma. There he began the sash and door business, in the spring of 1883, with the firm of Carson & Johnson, and remained with them until 1887. In the fall the firm dissolved, and in July, 1887, Mr. Johnson started a business of his own where he is now. He met with a serious misfortune in July of 1890, when his business was burned out. Undaunted, Mr. Johnson resumed immediately, rebuilding his sawmill and sash and door factory and planing mill. The market for the product is local, and eastern Washington, Idaho and California furnish the material.

Mr. Johnson was married in Walla Walla, October 18, 1878, to Miss Emma Thompson, a native of Salem, Oregon. She was a daughter Thomas E. Thompson, a pioneer of the '40s, who died in Washington in 1890. Her mother was a Wright, a member of the old family who came from Illinois.

Mr. and Mrs. Johnson have eight children: Curtis Edwin, Alva, Grace, Flora, Della, Blain, Ethel and Harvey.

Mr. Johnson is a member of Tacoma Lodge, No. 22, Free and Accepted Masons. He is a prominent Republican and a member of the Commercial Club.

HON. PHILIP D. MOORE, State Librarian of Washington, was born in Rahway, New Jersey, in February, 1826. His parents, Samuel and Elizabeth (Shotwell) Moore, were natives of Nova Scotia and New Jersey, respectively, and both were members of the society of Quakers. Samuel Moore followed the sea in early life, owning his own vessel and operating in the coast trade. During the war of 1812 he lost his ship, and about

1816 settled at Rahway and engaged in agricultural pursuits. He was there married and passed the rest of his life.

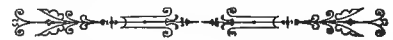
Philip D. received his early education in the public schools of Rahway. When he was eleven years old he joined his uncle, Harvey Shotwell, at Macon, Georgia, under whose guidance he continued his education. In December, 1839, he returned to Rahway, and, although under fifteen years of age, his physical and mental development was such that he was offered and accepted the position of teacher in the public school. He first taught at Rahway and afterward at Plainfield, being thus occupied until 1842, when he began clerking in a wholesale and retail drug store in New York city. He subsequently opened a drug store, which he conducted for several years. Owing to failing health, he sold his business, in 1848, and engaged in less confining occupations. In the fall of 1861 he began publishing the *Morning Star* at Newark. He was at that time an intimate friend of William Lloyd Garrison, Wendell Phillips and Theodore Parker, and became a decided partisan of the anti-slavery doctrine.

Mr. Moore gave up his newspaper work in the East in order to accept the position of Deputy Collector of Customs under Victor Smith, Collector of Puget Sound district, and with him came to Port Townsend, arriving August 1, 1862. In August, 1863, he made a business trip to Washington, District of Columbia, and while there was appointed by President Lincoln as Collector of Internal Revenue for Washington and Idaho, upon the recommendation of Hon. Salmon P. Chase, Secretary of the Treasury. Mr. Moore then brought his family to Washington Territory and located at Olympia, serving in the above capacity for five years. At the end of that time he was removed by Andrew Johnson for political reasons, as no charge had ever been made against him. He was then re-appointed Deputy Collector of Customs at Port Townsend, by M. S. Drew, Collector, and filled the position during the latter's term and that of his successors—Fred Drew and Selucius Garfielde. In 1872 he removed to San Francisco, where he spent three years operating in mines and mining securities. Returning to Olympia in 1875, he experimented with the Black Sand washings at Gray's Harbor, extracting the gold and testing the sand in the manufacture of iron and steel. The work was sold out in 1879, and Mr. Moore took up a

homestead in Mason county, where for six years he was engaged in agricultural pursuits. In 1885 he again returned to Olympia, at this time entering the field of literature as correspondent and publisher. In the winter of 1890 he was appointed by Governor Ferry as State Librarian, the appointment being confirmed by the Senate. This important office he is now filling to the entire satisfaction of all concerned.

Mr. Moore was married at Newark, New Jersey, in 1847, to Miss Phoebe H. Earl, a native of that State. They have had ten children, as follows: Lida (deceased), Edward E. (deceased), Ella (deceased), A. Schooley, Waldo G., Janet S., Philip D. (deceased), Lindley E., Gerald B., and Edna W.

During his long and eventful life Mr. Moore has been an active politician in the best sense of the word. He remembers distinctly the campaign of 1832, and in 1836 had the honor of shaking hands with General Harrison, the hero of Tippecanoe. In 1844 he was engaged for five months in the canvass for Henry Clay, and took an active part in the Fremont campaign of 1856. He is in hearty sympathy with the wonderful development and progress of his adopted State, and is justly considered one of her most respected citizens.



JOHAN JACKEL, a prominent and successful rancher living three miles south of Centerville, Klickitat county, was born in Wisconsin, April 25, 1847, a son of John and Margarite M. Jackel, natives of Hessen, Germany. The mother is still living, enjoying good health, and the father died some years since. Our subject spent his early life on a farm in his native State. Being a sturdy boy and mature for his age, he was allowed to enter the army at the age of fifteen years, joining the fight with as much patriotism as those of greater age. He entered Company E, Fourteenth Wisconsin Infantry; was first stationed at Pitts Landing; saw much hard fighting; took part in the siege of Vicksburg, and helped to starve out Pemberton. Mr. Jackel also took part in the battles of Lookout Mountain, Atlanta, Kerney Mountain, in Sherman's march to the sea, continued on to Richmond, thence to Washington, next taken to Montgomery, and later to Mobile. The company was discharged at the latter place,

after four long years of hard warfare. Mr. Jackel was once wounded, but never captured. After the close of the struggle he returned to Wisconsin. He now owns 320 acres of fine land in Klickitat county, Washington, all of which is fenced and improved, and where he is engaged in general farming and stock-raising. He has raised as high as forty bushels of wheat to the acre.

Mr. Jackel was married in Wisconsin, to Miss Christine Lendeman, native of that State, and a daughter of Mr. and Mrs. Nicholas Lendeman, both born in Holstein, Germany. They came to the United States in an early day, locating in Wisconsin, where they still reside. Our subject and wife have had nine children: Charley F., George W., Minnie M., Frank A., Johnie A., Ida M., James R., Albert O., and Ameal R. Mr. Jackel is a member of the Woodmen of the World. He takes an active interest in township and school affairs, holding offices governing each, is highly respected in the county in which he lives, and is one of the pioneer settlers of his community.



T C. GREEN is the senior member of the firm of T. C. Green & Son, proprietor of the Lewisville Flour & Lumber Mills. This property was formerly owned by D. P. and A. B. Church, who built the mill in 1882. It is fitted with modern machinery, having a daily capacity of twenty-five barrels. The sawmill has a large local patronage, its daily capacity being 3,000 feet. The individual members of the firm are Thomas C. and Milton B. Green, who are men of more than ordinary business ability, and have established one of the most important and useful industries in the county.

T. C. Green is a native of Canada, born near the city of Ottawa, July 6, 1838, a son of B. and Jane (Craig) Green. The father was born in the city of Cork, Ireland, and the mother was a native of Glasgow, Scotland. In their youth they emigrated to Canada, and there were married; he died in 1876, but she survives, at the advanced age of eighty-six years. The early life of our subject was spent in the Dominion of Canada, and he was reared to the occupation of a farmer. In 1865 he made a trip to the oil regions of Pennsylvania, and made an invest-

ment there; his first venture was not a success, but the second was a fortunate one, so he continued in the business for a period of ten years. At the end of this time he embarked in the carriage-making business, at Riceville, Crawford county, Pennsylvania. The buildings erected for this purpose were afterward converted into a cheese factory, Mr. Green managing the business for three years. He then again embarked in the oil business, and was located at Bradford, Pennsylvania, for four years; thence he removed to Jamestown, New York, and afterward to Allentown, New York, carrying on a most successful trade in oil.

It was not until 1887 that he turned his face toward the setting sun, and made and matured plans for seeking a home on the Pacific coast. After his arrival in Portland, Oregon, he did some carpentry work, fitting up and finishing the cabins of the steamers Telephone and Cyclone. Having some taste for photography he has given some attention to the art as a business, and has been so engaged in Portland and in Clarke county, Washington. In the spring of 1889 he settled on a ranch within a mile of Lewisville; later on he disposed of this property and removed to a tract of 160 acres, three miles from Lewisville. The property was finally claimed by the railroad and he came to his present residence in Lewisville in 1893.

Mr. Green was married in Riceville, Pennsylvania, April 6, 1871, to Miss Laura M. Reynolds, a native of Pittsburg, Pennsylvania. Two children have been born of this union: Lilla Ethel and Milton Bailey. Mr. Green is a staunch advocate of temperance principles, and his conviction upon this subject extend to and control his action in politics. He was a candidate for County Commissioner in 1890, but his party had not then risen to a majority.



M L. ADAMS, M. D., medical practitioner at Olympia, Washington, was born in Ozark, Arkansas, February 5, 1852, son of Columbus and Mary (Allison) Adams, natives of Tennessee.

Columbus Adams was reared upon the farm and learned the blacksmith trade. In 1844 he removed to Arkansas, where he followed both his trade and agricultural pursuits. He took an active interest in local politics, and was an

ardent Republican. With the breaking out of the war his abolition views placed him in many distressing and dangerous positions, yet, possessing the courage of his convictions, he maintained his principles even to imprisonment and threatened death. Through his expressions of loyalty in 1862 he was taken prisoner and started for Texas, but, having a friend in the ranks, his danger was made known, and upon the horse of this friend he made his escape. Ozark being too warm for him politically, he sought protection inside the Federal lines, and remained in Kansas City during the war. Returning to Ozark, Arkansas, and to his family in 1865, his friends rallied around him and he was elected Sheriff, continuing in that office until his death in 1869.

Dr. Adams remained with his parents, and after his father's death conducted the affairs of the estate. With the limited educational advantages of Arkansas at that period, his studies were pursued by personal effort and often under difficulties, studying at night and working through the day. He owned and operated a ferry across the Arkansas river for two years, and during leisure moments his time was employed in studying algebra, grammar and Latin. He then began teaching school, keeping up his studies at the same time. After two years he felt he had a call to the church, and during 1871 and 1872 was engaged in preaching as a Methodist circuit rider. He then commenced reading medicine, borrowing books from a physician twenty miles distant and studying alone, at the same time pursuing a classical course at the Arkansas University. In the winter of 1876-'77 he took a medical course at Vanderbilt University, Nashville, Tennessee. As every step was made by personal effort, he then went to Joplin, Missouri, and passed six months in the lead mines to secure sufficient funds to purchase his medical outfit. After this he commenced practice in Franklin county, Arkansas, and continued there until the fall of 1880, when he returned to the Vanderbilt University and graduated in 1881 with the degree of M. D. He then located at Paris, Logan county, Arkansas, and followed a general practice until 1884. At that time, because of political intolerance and his outspoken Republican ideas, his life was endangered by a disloyal mob, and after quiet was restored he removed to Siloam Springs, northwestern Arkansas, where he practiced until the spring of

1886. That year he came to Washington Territory. He first settled at Chehalis, where he practiced four years. Then he located in Olympia, and has since been engaged in the practice of his profession here, giving particular attention to the treatment of catarrh and nervous diseases.

Dr. Adams was married in Sebastian county, Arkansas, in the fall of 1877, to Miss Sina M. Weaver, and they have six children, namely: Minnehaha, Fay, Ralph Waldo, Zilpah, Nina and Mary Amanda.

Socially, the Doctor affiliates with the I. O. O. F. and A. O. U. W. He is President of the Board of Pension Examiners, vice-president of Thurston County Medical Society, and is County Physician.



ALONZO B. WOODARD, the oldest practitioner of dentistry in the city of Olympia, Washington, was born in Branch county, Michigan, July 16, 1840.

His father, Harvey R. Woodard, was a native of New York, his ancestors having been among the Puritan settlers of New England. With the instinct of progression in moving westward, he went to Michigan in boyhood and there learned the trade of millwright, which he followed through various portions of the State. He married Miss Salome Eaton, a native of Vermont, and after his marriage resided in Branch county until the spring of 1852, when he started for Oregon. He built his own wagons during the preceding year, and with three wagons, two ox teams and one horse team he set forth, his family at this time consisting of his wife, three sons and one daughter. Traveling to Council Bluffs, he there met other friends from Michigan, and a train of fifty wagons and about 200 people, with James Olds, now of Portland, as captain, and set out on the overland journey. The long trip, covering a period of eight months, was exceedingly tiresome and was void of any particular difficulty or adventure. Arriving at the Dalles, they continued down the river upon barges and landed at Vancouver, passing the first winter there, and in the spring of 1853 proceeding to Olympia by sailing vessel. Mr. Woodard performed the mechanical work in constructing at Tumwater the first flour mill which ground and bolted flour. He continued at his trade until 1865;

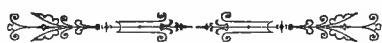
when he retired. He died in 1871, aged sixty years. His widow lived to the age of seventy-nine years, passing away in 1890.

Alonzo B., the oldest member of his father's family, was educated in the schools of Olympia. He worked with his father at the millwright business until 1862, when he went to Portland, Oregon, and entered the photographic studio of D. H. Hendee, and, later, that of Messrs. Cardwell & Buchtel, pioneer photographers of the Northwest, and learned the art of photography.

In 1868 he returned to Tumwater and engaged in ranching and the milling business. In 1870 he entered the office of Dr. George Robinson, dentist and photographer, of Olympia, afterward purchased the art gallery, conducted the same until 1873, and also studied dentistry. He practiced his profession, and, through assistants, ran the gallery until 1880. Since that time he has devoted his energies exclusively to dentistry.

Dr. Woodard was married in Portland, in 1867, to Miss Roxie L. Wallace. They have two children: Elma and Ada, the former being the wife of Frank Crawford, a ship-builder of Tacoma.

In 1873 Dr. Woodard was one of the organizers of the Olympia Manufacturing Company, which built the West Side mill. He served one year as County Commissioner, two terms in the City Council of Olympia, and since 1880 has been a Director of the city schools. He owns valuable property in and around the city. Socially, he is identified with the Oddfellows.



CAPTAIN W. G. WEIR, whose name is familiar to the citizens of Clarke county, is especially associated with the village of La Center, whose foundation he laid by the establishment of a dry-goods store, at the head of navigation on the Lewis river. He was the first commander of the steamboats on this river, having purchased the "Swallow," a small vessel that inaugurated one of the most valued industries. Captain Weir had had many years of experience in both canal and river navigation in Ohio before coming to Portland, Oregon, in 1872. He at once interested himself in river navigation, and for eighteen years plied the Lewis river. As before mentioned, he was instrumental in the founding of the village of La

Center, and in 1873 was the prime mover in securing the establishment of a postoffice at this point. He retained his interest in the mercantile business but a short time, preferring to devote his time and energies to the river. His life has been an uneventful one viewed in the light of thrilling adventure, but deeds of charity and loving kindness have blossomed all along his path, conducing to his own comfort and happiness.

Abandoning the river, Captain Weir opened a restaurant, in the management of which he is ably aided by his son; he has also an attractive lodging-house, where the weary traveler may find rest and comfort.

Captain Weir is a native of the State of New Jersey, born January 12, 1837. His parents, Daniel and Martha (Young) Weir, were also natives of New Jersey, and were descended from the early settlers of that State. They removed to Ohio in 1841; so the Captain passed his boyhood and youth in the Buckeye State. While a youth in his teens he engaged in bridge-building, and for a period of seven years followed this most useful industry. In the meanwhile his parents removed to Jasper county, Iowa, where they resided the remainder of their days. The father died in May, 1890, having survived his wife thirty years. Captain Weir was united in marriage in Iowa, July 9, 1857, to Miss Hannah Flock, a native of Ohio, and there were born to them six children: Adelaide, wife of Charles Forbes; Cocious, Durward, Leroy, Durrell and Valerie. Mrs. Weir departed this life January 9, 1893.

Captain Weir owns a valuable tract of land, consisting of 120 acres, thirty of which are under cultivation; he has a young orchard of a general variety of fruits. In politics, he votes with the Democratic party, but takes no active interest in the movements of that body beyond the exercise of his right of franchise.



GEORGE H. DARLAND, one of the young and progressive farmers of Klickitat county, residing seven miles northwest of Goldendale, was born in Marion county, Oregon, a son of S. R. Darland, a native of Illinois. The latter resided for a time in Iowa, and in 1865, via Forts Laramie and Hall, he crossed the plains with his family, locating near Salem,

Oregon. In 1876 he came to Klickitat county, Washington, taking the homestead, where he now lives, but has since added to his original purchase until he now owns 280 acres of well improved land. He has a good dwelling, also barns and outbuildings for the convenience of stock.

George H. Darland, the subject of this sketch, now owns 320 acres of well improved land, seven miles northwest of Goldendale, and 160 acres as a homestead, making a total of 480 acres. He devotes his time principally to wheat-raising, and his average crop yields about thirty-five bushels per acre. He also has good and substantial buildings, a large orchard, etc.

Mr. Darland was married in December, 1887, to Miss Mary Hale, then of this county, but a native of Missouri, and a daughter of W. H. Hale, of Klickitat county. Our subject and wife have two children: William, born October 5, 1889; and Lois, born August 30, 1891. Mr. Darland is a member of the Spring Creek Grange, in which he now holds the office of Grand Master.



CAPTAIN E. F. BUCKLIN, of Seattle, was born in Warren, Maine, September 15, 1851, a son of Eben and Lydia (Mank) Bucklin, natives also of that State. Our subject was early inured to farm labor, and improved the educational advantages of his native locality. At the age of seventeen years he was apprenticed to learn the trade of machinist, at Camden, Maine, where he remained until 1875, and in that year crossed the continent to Puget Sound. After his arrival, Mr. Bucklin was employed at the Fort Madison Mill two years; was then for ten months engineer of the steamer "Ruby," running between Port Madison and Seattle; was master of the same boat eighteen months, and the company then discontinued business. The Captain was next master of the tug "Celilo" eighteen months, and was then six months on the steamboat "Evangel," running between Seattle and Westminster, British Columbia, but on account of insufficient business the steamer was laid up. He then returned to the Port Madison Mill Company, as master of the tug "Addie," and with the exception of nine months as Captain of the tug "Dispatch," he continued on that boat for eight years, or until

1888. In that year he became Captain of the tug "Biz," owned by Captain E. Miller, with which he is now conducting a general towing business.

Captain Bucklin was married in 1875, to Miss Helen C. Day, a native of Camden, Maine. They have one child: Mary L. The Captain is a member of the F. & A. M., and the American Brotherhood of Puget Sound Pilots, No. 16. He owns both valuable improved and unimproved property in the city of Seattle.



SOUTH BEND.—This young city, which is in the extreme western part of Washington, and at which commerce by deep-sea vessels and by rail merge, is looked upon as one of the future important places of the coast.

It is situated at the head of deep-water navigation on Willapa river, and within eighteen miles of the Pacific ocean. It has a wharfage line several miles in extent, with a sufficient depth of water to float the largest ocean vessels. The upper portion of the river, from South Bend to Willapa City, is navigable for steamers of moderate size. The teredo, which has committed such ravages upon the docks and wharves of other Pacific ports, is entirely unknown on the Willapa harbor. Piles driven at South Bend twenty years ago are intact and uninjured, the flow of fresh water being sufficient to preclude the existence of the destructive pest. The harbor is entirely land-locked, affording absolute shelter and safe anchorage for shipping.

At the east end of the city the harbor is a basin from 1,200 to 1,800 feet wide, with channels along both shores, and a wide, shallow middle ground. Fronting on this basin on the south is a large tidal flat of about 225 acres in extent, and on this, which forms part of the first and second additions to South Bend, are located the Northern Pacific Railroad terminal grounds. The advisability of dredging this large basin, and filling the flat from the material obtained, was undertaken by the citizens of South Bend, assisted by the Northern Pacific Railroad Company, in spite of the fact that the estimated cost—a half-million dollars—would be sufficiently high to deter many an older and larger place from beginning such an enterprise. On the 15th of July, 1891, the Bowers dredger, which had been used on similar work (though

on a smaller scale) at Tacoma, was towed around from that city to South Bend, and began an engagement of two years' constant work, night and day.

The basin was dredged to a depth of twenty-six feet at low tide, and the flat raised three feet above the former level, with the material obtained, which was a sandy clay. Thus were simultaneously created a first-class harbor and a magnificent town site. The United States war vessel *Monterey*, which made a tour of the Pacific coast of the United States in 1893, visiting the principal seaports, anchored in the spacious harbor at South Bend, and was enthusiastically received by the citizens.

The year 1893 marked the completion of the line of the Northern Pacific Railroad into South Bend. This line intersects the company's main line at Chehalis, and from that point the original plan contemplates an extension to North Yakima, giving even more direct communication from South Bend to the East.

Much capital has been expended in building up the city and its industries. Its resources are many, and some of the best financiers of the Northwest pin their faith to the future of South Bend.

JOHN KURTZ, a highly respected citizen living four miles west of Goldendale, Klickitat county, was born in Ohio, July 5, 1834, a son of John Kurtz, a native of Germany. In the early part of their lives the parents crossed the Atlantic ocean, coming to this country in search of a new home in a free land. Landing in New York harbor, they emigrated to Pennsylvania, but afterward moved to Ohio, where they toiled and spent the remainder of their lives.

John Kurtz, our subject, spent his early life in Ohio. At the age of fourteen years he came west to Indiana, spending three years in Lake and Porter counties, and during two years of that time was employed as clerk by Maliby Carr, of Valparaiso. He next went to Minnesota, and at the opening of the late war enlisted for service at Clearfield, that State, was stationed at Fort Hamilton, New York, and took part in the second battle of Bull Run, that of Antietam, and in many skirmishes. He was discharged at Fort Hamilton, June 2, 1865. In 1879 Mr. Kurtz came to Klickitat county, Wash-

ington, where he has 160 acres of land under a fine state of cultivation. He was one of the early pioneers in this county, and takes an active interest in every enterprise for the advancement of his community.

Mr. Kurtz was married in 1857, to Miss Elizabeth McCabe, then of Minnesota but a native of New York, and a daughter of John and Mary McCabe, natives of Ireland. They came to New York in an early day, and later crossed the plains to the golden State of California, locating in Napa county, where they remained seventeen years. The father died in New York, and the mother afterward removed to Minnesota, where she spent her declining years. Mr. and Mrs. Kurtz have three children: Clara Bower, Lidia Darling and Lestie.

Mr. Kurtz is a member of the Baker Post, G. A. R., of Goldendale, of which he is now Senior Vice-Commander.

WILLIAM T. FORREST, Commissioner of Public Lands, Washington, was born in Jefferson county, Iowa, in July, 1849, son of J. M. and M. A. (Bullett) Forrest, natives of Kentucky and Indiana respectively. His parents were among the earliest pioneers of southeastern Iowa, having located there when it was a Territory, and there they passed their lives, engaged in agricultural pursuits.

William T. was educated at the Iowa Central University, with a course of law at the State University, graduating at the latter institution in the year 1882. He was then admitted to practice in the district courts of Iowa and the district and circuit courts of the United States. He opened an office at Fairfield, the county seat of Jefferson county; but, subsequently deciding to come to the Pacific coast, he left for California in the spring of 1883. After passing several months in looking over the Golden State, in August he traveled north, and finally located at Chehalis, Lewis county, Washington, where he opened an office and engaged in his profession. He took an active part in local affairs, serving as member of the Council and as Mayor of the city. In 1886 he was elected to the Territorial Legislature, and at the first State election, held in October, 1889, as a nominee of the Republican party, he was elected to the office of Commissioner of Public Lands. The duties of

this position embrace the jurisdiction of the State granted lands, school lands and tide lands. Mr. Forrest is also a member of the several land commissions.

He was married at Portland, Oregon, in 1888, to Miss Elizabeth R., daughter of Daniel Roubush, a native of Illinois. He still calls Chehalis his home, having continued his professional interests in that city, expecting to resume practice there when he retires from his present position. Socially, he affiliates with the I. O. O. F. He is a member of the Chehalis Improvement Company, and, besides having private landed interests, is actively engaged in many enterprises which tend to develop the city of his adoption.



CAPT. C. S. REINHART, Clerk of the Supreme Court of Washington, was born in Olympia, Washington Territory, in 1856. His father, Stephen D. Reinhart, was born in Kentucky and reared in Indiana. In the latter State he learned the trade of millwright and married Miss Sarah Cock, a native of Indiana. In 1852 they set out with ox teams to cross the plains to Oregon, and after experiencing many hardships ultimately arrived at the Dalles, where Mr. Reinhart built a raft and assisted a number of emigrants to the Cascades. Being financially "broke," he secured employment at the Cascades, in loading a small sloop and taking her down to Portland, where he arrived in the fall. He then proceeded to Thurston county, Washington Territory, and located on Mound Prairie, from which place he was subsequently run off by the Indians. After that he worked at the carpenter's trade in Olympia until 1862, when he moved to eastern Oregon and turned his attention to farming and mercantile pursuits, remaining there until 1867. That year he located in Napa county, California, where he resumed work at his trade, and later was employed as bridge builder on the Southern Pacific Railroad. In 1871 he returned to Oregon and was appointed carpenter at the Grande Ronde reservation, also temporary Indian agent, continuing there until 1872. Then he went to Whatcom county and homesteaded 160 acres of land, upon which he has since been engaged in agricultural pursuits, now having one of the best improved farms in the county.

C. S. Reinhart was educated at the San Jose Institute and Commercial College in California, and at the Willamette University at Salem, Oregon. He then entered the office of the Puget Sound Courier at Olympia, and was employed "at the case" there and in different localities until 1873. Subsequently he worked in the office of the Oregon Statesman at Salem, and still later spent one year in the office of the Surveyor General. In 1879 he engaged in the saddle and harness business with Mr. Downer at Stayton, East Portland, and Goldendale, continuing the business until 1884. At that time Mr. Reinhart sold out and bought an interest in the Klickitat Sentinel, which he subsequently sold. This paper was consolidated with the Goldendale Gazette, and was continued as the Goldendale Sentinel, with Judge R. O. Dunbar as editor and Mr. Reinhart as foreman of the press room. A year later Judge Dunbar resigned, and the subject of our sketch was elected editor, in which capacity he continued until March 4, 1891, when he was appointed Clerk of the Supreme Court. Upon receiving this appointment he at once removed his family to Olympia, and here he has since resided.

In 1885 Mr. Reinhart assisted in the organization of Company B, Second Regiment, National Guard of Washington, and was appointed Sergeant. Afterward he was in turn commissioned Lieutenant and Captain, serving in the latter capacity about four years. With the organization of Company A, First Regiment, National Guard of Washington, at Olympia, in December, 1891, Captain Reinhart was induced to accept the captaincy of that company and was duly commissioned. He has proved an efficient and satisfactory officer, and has placed the company upon a creditable working basis, and this company, although among the youngest, is considered one of the best in the State.

Captain Reinhart was married in Salem, in 1877, to Miss Clara Downer, daughter of Joseph W. Downer, a pioneer of 1847, and now a resident of North Yakima. They have four children, as follows: William W., Anna, Ione and Eva Ruth. The Captain built his comfortable cottage home at No. 1022 East Second street. He also owns valuable city and country property at Goldendale, and has forty acres of fruit land in Whatcom county.

Socially, he is a member of the F. & A. M., and the A. O. U. W. at Goldendale. He was elected to the last Territorial Legislature, but

before it convened the Territory was admitted as a State. An active Republican, he has frequently been a candidate at county conventions, and for three terms served in the City Council of Goldendale.



SAMUEL WILLEY, proprietor of the steamboat "Multnomah," resides at the corner of Eighth and Washington streets, Olympia, Washington. He has long been identified with the interests of the Northwest, and it is therefore fitting that some personal mention be made of him in this work. Following is a brief sketch of his life:

Samuel Willey was born in Cherryfield, Washington county, Maine, April 14, 1826. His parents, Samuel D. and Hannah (Conley) Willey, were also natives of Maine, being descended from Thomas Willey, of Dover, New Hampshire, who was taxed in 1648. Farming was the industry of their ancestors, who found honor in the occupation and also ably assisted in the development and maintenance of the country.

Samuel remained with his parents until he was twenty-one years of age, having been reared to agricultural and lumbering pursuits. In 1847 he left home and devoted his time exclusively to lumbering and logging until 1859. In the meantime, July 2, 1848, he married Miss Lydia Moss. Leaving his family the East, he started in 1859 for California, embarking from New York on the steamer "Star of the West," for Aspinwall, and re-embarking at Panama on the "Golden Gate" for San Francisco, where he arrived August 24. Going to Siskiyou county, he followed placer mining near Yreka for two years with fair success. He then returned to his family in Maine, resuming the lumbering business there, and continued the same until 1867, when he again started for the Pacific coast, this time with the determination of building a home for his family and making it his permanent abiding place. Upon his arrival in California, he was employed by the Central Pacific Railroad Company in building water-tanks between Cisco and Humboldt Springs, being thus employed about eighteen months. From there he came to Puget Sound and engaged in the logging business in Mason county. In 1871 he sent for his family, thus making his

home and household complete. He continued his logging interests until 1880, when he moved to Olympia for permanent settlement.

Upon locating in Olympia, Mr. Willey purchased the steamer *Susie*, a propeller passenger boat, which he and his sons operated between Oakland and Olympia in a general passenger and freight service. In 1883 he sold the *Susie* and bought the *Willie*, a stern-wheeler, and continued the same character of service till June, 1892. He had carried on the logging business up to 1889. That year he went to Portland and bought the stern-wheel steamboat *Multnomah*, which had been running between Portland and Astoria. He fitted the vessel for sea and ran her with her own strength to Puget Sound, making the distance between Astoria and Port Townsend in twenty-two hours, safely arriving at Olympia. Mr. Willey established the line between Olympia, Kamilche and Tacoma, which he operated about eighteen months, after which he changed his course from Olympia to Seattle, the present run, making the round trip every day. The steamer is now operated by his two sons, La Fayette as captain, and George B. as purser. Mr. Willey's family is composed of three sons and one daughter. One son, Philander L., formerly captain of the *Willie*, now commands the *City of Aberdeen*. The daughter, Lucretia, is the wife of J. S. Leighton.

In 1884 Mr. Willey built the comfortable home in which he now resides, and in 1889 he retired from active life, except as he is occupied in looking after his private interests. The companion of his youth is still living. Mr. Willey has made some wise investments in real estate, and is now the owner of much valuable property, both improved and unimproved. He is a member of no societies, and has never been a seeker for public office. Believing that "the Lord will help those who help themselves," he has followed this principle, and his efforts have been crowned with ample success.



SAMUEL F. BURR was born January 12, 1852, in Trumbull county, Ohio, about two miles from Center Johnson and five miles from Kinsman. His parents were David Solomon and Navy (North) Burr. The former, a

native of Connecticut, emigrated to Ohio in 1840. When Samuel was about two months old his parents moved to the lead region of the State of Wisconsin, and remained until 1854, when they started for the coast. Their original intention on starting from Ohio was to go west, but they stopped in Wisconsin to finish outfitting, which being done they continued their journey, crossing the Missouri at Kantzville. They had traveled but a few days when the father died and was buried on the plains. The rest of their trip was uneventful. They finally located at Orting, Washington, where they remained only a few months, finally locating about a mile out from Tacoma, in 1855, close to Lake View on the Northern Pacific railroad. After four or five years they removed to Sumner, and located where Mr. Burr at present resides.

Mr. Burr was brought up in Pierce county, Washington, and received his education in the local schools. He was married in Jamestown, New York, June 19, 1890, to Miss Mary Snider, daughter of Peter and Mary (North) Snider.

Mr. Burr is engaged in farming and stock-raising, also making a specialty of the dairy business. To further this department of his farming, he introduced, November 15, 1885, some of the finest breeds of cows, shipping the same from southern Oregon.



CHARLES F. SEAL, cashier of the Merchants' Bank of Port Townsend, was born in Millersburg, Pennsylvania, October 1, 1856. His parents, Jesse and Caroline (Beard) Seal, were also natives of the Keystone State, descended from early settlers, who were of Holland and Scotch-Irish ancestry.

The subject of this sketch was reared on the home farm and laid the foundation of his education at the common schools, on which he has since built, acquiring knowledge in the various channels of experience. When fourteen years of age, he engaged in the printing business at Millersburg, Pennsylvania, thus complying with his father's request, who was unable to give his son a college education. After a year and a half, the printing office was removed to Tyrone, the same State, where the subject of this sketch continued his apprenticeship, remaining with the paper eight and a half years. During this

time, he passed through the several departments of newspaper and book-jobbing work, at the same time attending night schools, acquiring a good practical education.

His opportunities for promotion in newspaper work appearing to him rather meager, he resigned his position, in 1879, to accept a clerkship in the transportation department of the Pennsylvania Railroad Company at Altoona, where he remained two years. He afterward worked in the same department in Philadelphia until 1883, at which time he resigned his position to follow out a youthful ambition to making his home on the Pacific Coast, Portland, Oregon, being his objective point. He duly arrived in that city on April 20, 1883, without an acquaintance in the place. Meeting a surveyor formerly from Philadelphia, Mr. Seal secured work, in which he continued for one year. He then assisted in organizing the Portland Construction Company, and, as vice president, took an active part in the management of the business, which consisted in the building of docks, bridges and brick and frame structures. Owing to the depressed times, however, the company made but little financial progress, and, in September, 1886, Mr. Seal sold his interest. In the following October, he was offered a position as book-keeper in the banking house of Ladd & Tilton, which he accepted. During his connection of three years with this institution, he was employed in the several departments of the business, receiving a thoroughly practical banking education under the personal direction of Mr. Ladd, one of the most successful bankers in the Northwest.

In November, 1889, Mr. Ladd purchased a controlling interest in the Merchants' Bank of Port Townsend, in which institution Mr. Seal also became a stockholder, and was elected cashier. He at once entered on the duties of his new office by removing to Port Townsend, where he has ever since resided. Under his able management, the bank has enjoyed a prosperous career and has conducted a large portion of the financial transactions of the city. In connection with these duties, Mr. Seal has found time to engage in and assist several other important enterprises. He superintends the farming and timber interests of the Ladd estate, situated in Jefferson and Clallam counties. He was one of the organizers of the Farmers' Mercantile Company, located at New Dungeness, in which he has ever since retained the office

of Secretary and Treasurer. This company was incorporated with \$30,000 paid up capital, and conducts a general mercantile business. He is also manager of the Groveland Improvement Company, who purchased 150 acres at the mouth of the Dungeness river, where, by building a wharf to deep water, erecting stores, etc., they have developed new interests, and are now conducting an extensive and successful business. Mr. Seal also has valuable realty interests in Portland, Port Townsend and other cities of the lower Sound, being altogether one of the most active men in the development of his section of the country.

December 24, 1889, Mr. Seal was married, in Portland, to Miss Margaret A. Humphreys, a native of Wales, and they have one child, Carolyn.

Mr. Seal is a member of the blue lodge, chapter and commandery of the F. & A. M. Although essentially a business man and much engaged in material affairs, yet Mr. Seal finds his greatest and purest enjoyment in his home as well as recreation in music and art.

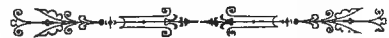


EMMETT N. PARKER is at the present time Judge of the Superior Court of the State of Washington for the county of Pierce. He is a native of York, Pennsylvania, and was born on May 12, 1859. His parents were John and Mary R. (Phillips) Parker, the former a native of New York, the latter of Pennsylvania. When Emmett N. was three years old his father died, while a soldier in the Union army, soon after the battle of Antietam, having served in that engagement. His mother then removed to Henry county, Iowa, where our subject was reared in the family of his uncle, on a farm, and was educated in the common school and at Whittier College, Salem, Iowa. On leaving college in 1877 he clerked in a dry-goods store for three years, and then went to Cincinnati and began the study of law in the office of Bateman & Harper, with whom he remained for two years, meanwhile attending a course of lectures at the Cincinnati Law School. On the 2d of June, 1882, he was admitted to the bar of the Supreme Court of Ohio. He then removed to Kidder county, Dakota, where he became Probate Judge, which office he held for five years, after which he came

to Tacoma and opened a law office and practiced for about one year, when he became the attorney for the Wholesale Merchants' Association of Tacoma, and was in that capacity until elected Judge of the Municipal Court of Tacoma in 1890. His term of office expired on the first Tuesday of January, 1893, and on the second Tuesday of the same month he assumed the duties of his present office, to which he had been elected in the preceding November.

Judge Parker was married in Iowa, October 22, 1884, to Miss Emma Garretson. They have three children, viz.: Anna T., Theodore and Helen.

Judge Parker was a charter member of State Lodge, No. 68, F. & A. M. He is President of the Liberal Club, composed of business and professional men. He was raised a Quaker, and is now a member of the First Free Church of Tacoma and one of its Trustees, and a member of the Pierce County Bar Association.



JOHAN ANTON MÜLLER, a prominent citizen of Tacoma, is a native of Germany, born in Rhenish Prussia, Mayen, on October 28, 1843. His parents were Andreas and Julia (Triacca) Müller, his father being a merchant, and conducting a dyeing and print establishment in Mayen.

John Anton Müller was reared and educated in his native place until the age of fourteen, when he entered college at Roermond, Holland, and after a few years' course engaged in the mercantile business in Cologne, Rhenish Prussia. In 1865, he emigrated to America. He first visited an uncle, who was in business in New York, and then traveled over the Southern States looking for a desirable location. He finally engaged in life-insurance work, and was sent later on to Chicago as an agent, and thence to San Francisco as a general agent, in February, 1870. In that year he came to Olympia, where he remained only a few months and then proceeded to Steilacoom and engaged in the milling business with William Niese at Byrd's creek. Later on he began farming on the Puyallup at a place a part of which now forms the site of the town of Orting. In 1875 he went to Seattle and engaged in a mercantile business for nearly two years, and then started a tannery in partnership with a Mr. Schroeder. He continued

at this for more than a year and then accepted a position as Deputy Treasurer, with office at Steilacoom. He went to Tacoma in January, 1881, and in 1882, with a partner, erected the first furniture factory the city ever had. It was located in what was then a dense woods. In 1883, he bought a sawmill at Alderton and ran it for three years, and then removed to South Prairie, where he remained until March, 1887, when he began hop-raising near Alderton, Puyallup valley. He removed to Tacoma in 1889, but still retains two ranches, on which he has about sixteen acres devoted to hops. He is at present conducting a box factory in Tacoma.

Mr. Müller was married, February 7, 1878, in Seattle, to Miss Frances Hess, a daughter of August and Maria Hess.

Mr. Müller is a member in active standing of the Germania Society.



J H. WOOLERY, Sheriff of King county, Washington, and a resident of Seattle, was born near St. Louis, Missouri, March 20, 1851. His parents, Isaac and Margaret (Whoobery) Woolery, natives of Kentucky, settled near St. Louis in 1848, and there engaged in agricultural pursuits. In 1853 they joined the tide of emigration and crossed the plains to the Northwest territory, the journey covering about six months. The Indians were very hostile, but by wise management and watchfulness they escaped serious engagements, and in due time arrived at Fort Steilacoom. After passing the winter at the fort, in the spring of 1854 Mr. Woolery located his donation claim in the Puyallup valley and began improvements upon the same in pioneer style, building a log house and clearing land to get in a crop. With the Indian uprising in 1855, they barely escaped massacre, and except for the friendly warning of a man named Adam Benson, must have perished by hostile hands, as the family were yet in sight of their home when it was fired by the Indians. Mr. Woolery and his family returned to Fort Steilacoom and he entered the employ of the Government, having charge of stock and being thus engaged for five years, after which he went back to his donation claim to find all its improvements destroyed. He again began the work of building and improving, and remained on the farm until 1876, reclaiming

seventy-five acres from the wilderness and developing it into a productive farm, which he subsequently sold in small ranches for hop-growing and other purposes. In 1876 he removed to Walla Walla and purchased a farm. It was not long, however, before ill health compelled him to retire from active labor, and he died in January, 1893.

J. H. Woolery was educated in the schools at Steilacoom, with a finishing course at the Territorial University. From the age of sixteen he has been self-supporting. At that age he went to the logging camps in the vicinity of the Sound, where he worked for a number of years. In 1875 he engaged in steamboating, first as a deck hand on the old passenger boat Eliza Anderson, running between Olympia and Victoria. By honesty and faithful service he steadily rose in his calling, passing through the offices of mate, purser and captain, spending six years as licensed pilot, and running upon various boats. He retired from steamboat life in 1888.

Having served four and a half years as Chief of Police of Seattle and one year as City Detective, in 1888 Mr. Woolery was appointed Under Sheriff by Sheriff J. H. McGraw, now Governor of Washington, and served in that capacity until 1890, when he was elected upon the Republican ticket as Sheriff of King county. At the Republican convention in 1892 he was re-nominated for the same position, and re-elected.

Mr. Woolery was married in Seattle, in 1885, to the widow of John D. Reynolds, *nee* Annie L. Langdon, of Columbia county, New York.

Socially, he is a member of the I. O. O. F. and Encampment, the Uniform and Endowment Rank, K. of P., and Rainier Council, Royal Arcanum. He is also a member of the Washington Pioneer Association. Having witnessed the growth and development of Seattle, Mr. Woolery has unbounded faith in her future glory and greatness.



CAPTAIN JAMES GRIFFITHS, one of the representative shipping commission merchants of Port Townsend, was born at Newport, England, March 19, 1861. At the age of fourteen years, as an apprentice, he entered the employ of the old established house

of Tredegar Iron Manufacturers, miners of coal and shipping commission merchants, and during his four years of service passed through the various departments of the shipping business and customhouse work. After completing his apprenticeship, Mr. Griffiths engaged in stevedore work for the same company, also acted as assistant agent and owned interests in steamboats and tugs on the Bristol Channel.

In May, 1885, he closed his several interests there and started for Puget Sound, via the steamer City of Rome to New York, and thence overland to Tacoma, arriving June 11, of the same year. His object in coming here was to engage in the shipping and tug-boat business on the Sound. He opened an office in Tacoma, became associated with General J. W. Sprague and I. W. Anderson, and under his special supervision the tug Mogul and the steam launch Little Joe, were built. Mr. Griffiths also engaged in stevedoring, in the importing of pig iron, cement, salt and tin plate, and in a general shipping commission business. In September, 1885, he opened a branch office in Port Townsend, under the management of Captain Pierce, and engaged in towing from deep sea to the Sound ports. In June, 1886, the firm was changed to Griffiths, Bridges & Stetson, with Captain Stetson in charge at Port Townsend. In February, 1887, through the death of Mr. Bridges, the partnership became Griffiths, Stetson & Co. In 1888 the Tacoma office was discontinued, and Captain Griffiths removed to Port Townsend, as a more central point from which to manage their business. From 1889 to 1892 they operated the tug Colliss, in conjunction with the Mogul in deep-sea towage. Through the death of Captain Stetson in 1892, Mr. Griffiths succeeded to the entire business, although he retained the old firm name. In January, 1890, the firm bought the schooner Ludlow, and towed her with a cargo of coal to San Francisco, an innovation from the general character of work, and which proved very successful. The Ludlow has since been engaged in work on the Sound, and in a line from Redondo island, British Columbia, to Portland, carrying iron ore to the smelter at Oswego. After the whaleback steamer, Charles W. Wetmore, reached salt water at Montreal, the Captain became agent, and superintended the loading and fitting of the Wetmore for sea. During her trips to Europe he had charge of the whaleback Joseph L. Caby and barge 110, and started

them in the coal trade between Baltimore and Boston. On the return of the Wetmore, Mr. Griffiths loaded her at New York, Wilmington and Philadelphia with the plants for the paper mill, nail works and ship yards to be located at the new city of Everett, on Puget Sound. After discharging the vessel he returned to Port Townsend, continuing as her agent until her loss on Coos bay, September 8, 1892. Under Captain Griffiths' management the firm have stowed about ninety vessels with lumber for all parts of the world, and have acted as brokers for 320 ships of American and foreign register.

He was married at Newport, England, in 1884, to Miss Susie Griffiths, a native of Brighton, that country. They have two children, Stanley A. and Albert V. In political matters, Captain Griffiths affiliates with the Republican party, but never seeks public preferment.



WARREN L. GAZZAM, one of the active insurance men of Seattle, was born in Mobile, Alabama, June 8, 1863, a son of Charles W. and Mary (Thomas) Gazzam, natives respectively of New York and Ohio. Charles W. Gazzam, the grandfather of our subject, was a native of Pittsburg, Pennsylvania, and at the age of twenty-one years was appointed by President William Henry Harrison as the first director of the United States Bank established by Congress in Cincinnati, Ohio. After the adoption of the national banking system, this institution was discontinued, and Mr. Gazzam removed to Mobile, Alabama, where, under the new system, he established the First National Bank of Mobile, now one of the oldest banking institutions in the South. This bank was continued by the father of our subject until 1886, when the latter retired from active business, except in caring for his private interests.

Warren L. Gazzam, the eldest in a family of five children, attended school until eleven years of age. Impelled with a desire to enter a business career, he then secured a position in the local office of the Home Insurance Company of New York, at Mobile, at the compensation of \$1 per week. In 1882 he went to Memphis, Tennessee, in charge of the finance department of Johnson & Vance, wholesale and retail clothiers. In 1885 Mr. Gazzam was appointed



C. W. Thomas, M. L.

by President Cleveland as chief clerk of the Interior Department, in the section relating to Indian affairs, with headquarters at the Apache Indian Agency in Arizona Territory. As the duties were attended with great danger, and after several skirmishes with the Indians, he decided that the compensation was not sufficient for the hazard involved, and in July, 1886, tendered his resignation. From that time until in May, 1888, Mr. Gazzam was engaged in the art business in Seattle, and in the latter year succeeded to the Turner, Engle & Lewis Insurance Agency, the oldest in the city, having been established in 1871. With this early education in insurance matters, he put new energy into the business, and at the end of three years had increased the annual premium income from \$10,000 to \$104,000. In May, 1891, he was appointed special agent in charge of Washington, Oregon and Idaho for the North British & Mercantile Insurance Company, and his agency was succeeded by the Gazzam Insurance Agency, both of which interests are being continued. Mr. Gazzam was also connected with the private bank of G. E. Miller & Company, which subsequently merged into the King County Bank.

In Seattle, in October 1888, our subject was united in marriage with Miss Lulu Yeaton, a native of Salem, Oregon, and a daughter of Cyrus F. Yeaton, a pioneer of that city. To this union has been born one daughter, Lea. The family reside on the corner of Tenth and Cherry streets, where Mr. Gazzam owns handsome and valuable property.



CHRISTIAN MAIER, one of the wealthy pioneers of the State of Washington, was born in Germany, February 22, 1833, and lived with his parents until he was fifteen years of age. He had always manifested a love for the sea, and at this time decided to become a sailor, shipping as a cabin boy, and passing seven years on the water in many parts of the globe, and rising from the position of cabin boy to that of Captain. He visited every country in the world, landing in New York about the time of the California gold excitement. He thereupon decided to leave the sea and try mining for a space of three months. However, when he reached California, he found that gold

was about as hard to get there as any other place in the world, and, disgusted, he left the State and went on into Oregon, and stopped in the Willamette valley. Being out of money, and totally inexperienced in any work except the management of a ship, he was obliged to hire out as a farm-hand, at small wages. He remained there two years, and then came to The Dalles, and there bought himself a Cayuse pony, and started for Washington Territory, landing in Walla Walla in July, 1859, with his pony and \$20, which represented the emolument from his two years' work in Oregon.

In this State he hired out as a farm-hand, and after two more years of work, having acquired a great deal of experience, and some few dollars, he bought 160 acres of land, improved it and then sold it for \$900. That gave him a start in life, and on the road to fortune, and since that time he has never had any misfortune of more than nominal order. He has added to his farm until he now is the owner of 2,360 acres of choice land, for a portion of which he paid as high as \$65 per acre. He is cultivating 2,000 acres; has 160 in timber, and 160 in pasture. His average grain yield per year is 25,000 bushels. His son-in-law operates 700 acres, and he manages the remainder. He has taken a great pride in his farm, and has a fine brick mansion, where he now enjoys the comforts of life. This house, which he built at a cost of \$20,000, has every modern improvement, while the grounds are kept up in the most approved style; pipes convey hot and cold water all over the house, which is heated in modern style, and the parlors are as large and luxurious as in any house in an Eastern city.

Mr. Maier has on his place all the necessary adjuncts for successfully operating a large farm, the equipment including a blacksmith shop and a gristmill run by a portable engine, while his agricultural implements are so numerous that his sheds resemble a retail house for the sale of such goods. The barns and stables are thoroughly modern, water being supplied by hydrants and pipes, and the whole place has ample protection from damages by fire. His orchards are filled with the choicest fruits that can be grown in the State. Perhaps there is a no more complete farm-house in the United States, and the fact that our subject designed it all himself adds to its value. Even the brick utilized in its construction was burned on the place. He has honestly made all of his

money, and thinks the secret of his success has been that he has not been depending upon others, but upon himself, for all of his gains. He has strictly attended to his own business, and can show a satisfactory result.

Our subject was married in 1864, to Mary Sommers, and seven children were born of this union, as follows: Harry, Laura, the wife of J. Bartlet; Robert, Mary, James, Margaret and Charles. Mary and Margaret keep house for their father, and are good house-keepers, and bright young ladies. Politically, our subject is a Democrat, and believes firmly in the principles of that party.



HON. MORRIS B. SACHS, a legal practitioner at Port Townsend, and ex-Judge of the Superior Court, was born in Louisville, Kentucky, December 1, 1859, a son of Benedict and Henrietta (Lipstine) Sachs, natives of Germany. The father followed the mercantile trade until the opening of the late war, after which he was extensively engaged in handling cotton and tobacco. In 1864 he removed to Cincinnati, where he embarked in the wholesale and retail manufacture of boots and shoes, continuing that occupation until his death, in 1882. The business is now conducted by his sons, as "The Sachs Shoe Manufacturing Company."

Morris B. Sachs received his education in the public and high schools of Cincinnati, where he graduated in 1878. At the age of seventeen years he began reading law during his spare moments, spending his summer vacations in the office of Hon. Isaac M. Jordan, and subsequently entered the law department of Cincinnati College, graduating at that institution in 1880. He was then admitted to the bar by the Supreme Court of the State, and immediately began the practice of his chosen profession in Cincinnati. In 1883 Mr. Sachs came to California, and thence to Port Townsend, where he formed a law partnership with C. M. Bradshaw, a pioneer of this State. The firm of Bradshaw & Sachs continued until 1889, when the former was appointed Collector of Customs, and our subject then continued alone in a general practice.

Soon after his arrival in Port Townsend, Mr. Sachs entered into the Republican politics of the city and State, served one term as City At-

torney, one term as City Treasurer, and in 1889, in the first election after the Territory was admitted to Statehood, was elected Superior Judge, the district then covering Jefferson, Clallam, Island, San Juan and Kitsap counties. He served to the expiration of his term, in January, 1893, after which he resumed a general practice. In 1889 Mr. Sachs was one of the organizers of the Port Angeles Mill & Lumber Company, of which he has since held the positions of secretary and treasurer. This company purchased 1,300 acres of fine timber land near Port Angeles, and built their mill on the property at Wenomah, with a capacity of 30,000 feet of lumber and 100,000 shingles daily, which are kiln-dried and shipped to Eastern markets, they having been among the first to ship cedar shingles to Chicago. Judge Sachs is also a member of the syndicate who purchased 340 acres on Discovery bay, and laid off the town site of Junction City. He also owns other property in Port Townsend and Port Angeles, but is devoting his attention principally to the practice of law.

The Judge was married in Portland, in 1889, to Miss Mattie, a daughter of Colonel Henry Landes, of Port Townsend. She died in 1891, leaving one child, Bertha. Judge Sachs was married in Victoria, in 1893, to Miss Annie L. Storey, a native of that city.



JUDGE FRANCIS HENRY, a resident of Olympia, and the pioneer abstractor in the Territory of Washington, was born in Galena, Illinois, January 17, 1827.

His parents, William and Rachel (McQuigg) Henry, were natives of Connecticut and New York respectively. William Henry took an active part in the war of 1812, being a Lieutenant of artillery. After marriage he moved to St. Louis, Missouri, and engaged in the milling business. In 1825 he was one of the first settlers of Galena, where he engaged in the mercantile business, continuing the same until 1836, when he removed to Mineral Point, Wisconsin, and there passed the rest of his life.

Francis Henry was the first white child born in Galena, Illinois. He was second in the family of four children and is now the only surviving member of the family. His education was secured at the old log schoolhouse, often

walking several miles distant to improve the simple facilities then offered by the short winter schools. His early manhood was passed in lead-mining and clerking, being thus employed up to 1847, when he was appointed Second Lieutenant of the Third United States Dragoons for the Mexican war, serving at the city of Mexico under General Scott. After his discharge he joined his family at Mineral Point, Wisconsin, and engaged in the study of law in the office of S. J. Dunn. In the summer of 1851 Mr. Henry started for California, via the Panama route. Duly arriving, he proceeded to the mines at "Hangtown," now called Placerville, and commenced placer mining, making good wages but not realizing the sudden wealth which he had anticipated. He proceeded from camp to camp, visiting Yankee Jim and Weaverville, where he passed his first winter, suffering many deprivations and hardships. They were snow-bound for two months. Supplies gave out and barely became their only food. With the opening of spring, he commenced mining with good success. In the fall, with a few friends, he proceeded to Sailor diggings on Smith river, and, later, to Gold Beach at the mouth of the Rogue river. In anticipation the prospects were always rich, and the reality proving a failure their changes were frequent. In the spring of 1855 he crossed the mountains to Jacksonville, southern Oregon, where he found profitable diggings; but, with the mining excitement of eastern Washington, he started for that locality, from which he was driven by the Indian outbreak. Returning to Oregon, he located at La Fayette, Yam Hill county, where he was admitted to the bar and engaged in the practice of law.

He was married in 1857 to Miss Eliza B. Henry, daughter of Dr. Anson G. Henry, an Oregon pioneer of 1852. After their marriage Mr. and Mrs. Henry went East and located at Mineral Point, Wisconsin, where he engaged in the abstract business with his brother, William T., and also in a general law practice.

With his early enthusiasm over gold excitements, Mr. Henry returned to this coast in 1862 to visit the Cariboo mines, but instead was diverted to the Florence mines of Idaho, where he passed an unprofitable summer. In the fall of 1862 he came to Olympia and engaged in Government surveys, under Dr. Anson G. Henry, Surveyor General, working along the Sound and in eastern Oregon for five years. In 1867 Mr. Henry made an abstract of titles

of Thurston county, the first ever attempted in Washington, and since then has continued in the abstract and real-estate business, also conducting a general practice of law.

Mr. and Mrs. Henry have five children: Mamie G., wife of George H. Foster; Francis D.; Rebecca B., wife of Albert Waddell; Rufus W.; and Fay O.

In political matters Judge Henry has been very active, having served eight years as Probate Judge, several terms as a member of the Territorial Legislature; besides minor local offices. He was a member of the Constitutional Convention which assembled at Olympia, July 4, 1889, and in advancing and supporting the interests of the new State he has been an active participant.



DR. SIMON BARCLAY CONOVER, Surgeon in Charge of the United States Quarantine Station at Port Townsend, was born in Middlesex county, New Jersey, September 23, 1840. His parents, Samuel and Maria (Barclay) Conover, were natives of the same State and were of Holland-English ancestry.

The subject of this sketch was educated at the academy at Trenton, New Jersey, after which he began the study of medicine under the preceptorship of Dr. John Wolverton, an eminent physician of that city. In the fall of 1862, Mr. Conover entered the Medical Department of the University of Pennsylvania. So well did he improve his opportunities that, in 1863, after a most rigid examination, he was appointed acting Assistant Surgeon in the United States Army, and assigned to duty in Nashville, Tennessee, at the same time entering the Medical Department of the University of Nashville, at which institution he graduated in 1864. In May of the same year, he was assigned to Haddington Hospital, in Philadelphia, where he was intimately associated with Prof. Samuel W. Gross, which gentleman subsequently became Professor of Surgery in Jefferson Medical College, in Philadelphia. In the spring of 1865, at his own request, Dr. Conover was transferred to Cincinnati, and assigned to Woodward Military Hospital, of which he was afterward placed in charge. He resigned this position in the fall of 1865 and returned to Trenton, New Jersey, where he engaged act-

ively in the practice of his profession and thus continued until July, 1866. He then accepted the appointment of acting Assistant Surgeon, and was assigned to Lake City, Florida, as Surgeon in Charge of the United States military post at that place, where he remained until the summer of 1868.

After the passage of the reconstruction measures by Congress, Dr. Conover decided to remain in Florida, and he took an active part in reconstructing the State. He was elected to the Constitutional Convention which framed the reconstruction laws, according to special act of Congress, and after the re-admission of the State, was made State Treasurer in August, 1868. Resigning his medical appointment, he removed to Tallahassee, the capital, where he entered on the duties of his office, in which he served until January, 1873. In the fall of 1872, he was elected by the Republicans of Leon county to the State Legislature, which convened in January, 1873, and by which body he was elected Speaker of the House. During this session he was elected to the United States Senate for a term of six years, serving until March 4, 1879. At the Republican State Convention of May, 1880, he was nominated to the office of Governor of Florida, but, the Democrats being in possession of the State government, he was beaten by methods better known to themselves.

He then followed his profession up to 1883, when he was appointed acting Assistant Surgeon in the Marine Hospital service, and was assigned to duty in Philadelphia, where he attended the Jefferson Medical College, to better fit him for the duties of active practice. In 1885, he returned to Tallahassee and resumed his practice. During the year he was one of the few Republicans elected to the Constitutional Convention, and helped frame the present Constitution of the State.

In July, 1889, he came to Port Townsend and accepted the appointment of Surgeon in Charge of the United States Quarantine Station, the duties of which office he has ever since continued to discharge. He at once identified himself with the affairs of the State, and in 1891 was appointed Regent of the Agricultural College and School of Sciences, of which Board he was made President, discharging those duties for two years. He has been a member of the State World's Fair Commission from its incipency and Vice-President of both the General

Commission and Executive Committee. He is an active member of the Chamber of Commerce and has done much to advance the interests of the city and State.

In October, 1868, Dr. Conover was married, at Penn's Manor, Bucks county, Pennsylvania, to Miss Elizabeth H. Ivins, of that county, and they have one child, Douglas Carroll, an attorney of Port Townsend, and a practitioner in the courts of the State.

Thus briefly have we been permitted to review the life of a pre-eminently self-made man, who, starting in life without financial assistance, has, by honest and persevering effort, elevated himself to positions of trust and responsibility, and enjoys the confidence and respect of all who know him.



J W. PALMER, Clerk of the Superior Court of Cowlitz county, State of Washington, and Clerk of the county of Cowlitz, was born in the town of Williamsburg, Jefferson county, Illinois, April 29, 1860, a son of William and Patience (Hill) Palmer. He was a lad of twelve years when his parents removed to Franklin county, Illinois. His parents being poor, he was compelled to work out nights and mornings for his board in order to attend school. He applied himself diligently to the task, and at the age of eighteen was successful in securing a certificate to teach, which he did, studying of nights in order to advance himself, and unfortunately overworked himself, so that a decided change of occupation became necessary.

Knowing the vigorous exercise that would be afforded him as a cow-boy, he went to the Western plains, and followed this life on the cattle ranges from Texas to Dakota, from 1879 until 1882. The result was most satisfactory, as perfect health was restored to him. His experiences during this period have also proven the greatest benefit in the practical business affairs of life.

In the spring of 1883 he returned to Illinois and spent the following year in college; he then taught school during the winter season, and for two summers worked at the blacksmith's trade. Desirous of becoming familiar with the resources of his country, he set out on his travels, which lasted several years and took him into all

portions of the North American continent. In 1889 he came to Washington and located at Carroll's Point, Cowlitz county; here he taught school during a summer, and in the fall secured work in the county auditor's office. In the spring he again taught school, spending his leisure time at work in the office of the auditor. While engaged as a teacher at Woodland he received the nomination, on the Democratic ticket, for School Superintendent, but was defeated,—not, however, without reducing the Republican majority from 300 to 149. After the election he received the appointment as Deputy County Auditor under Mr. Gumm, and before the expiration of his term of office he had been nominated on the Democratic ticket for the office of County Clerk and Clerk of the Superior Court. In November following his nomination he was elected, and in January succeeded S. W. Bell.

Mr. Palmer was married May 18, 1890, to Miss Nellie Titsworth, who was born in Franklin county, Illinois, a daughter of A. Titsworth. They have one child, a son named Charles E. Our worthy subject became a member of the Masonic order at Ewing, Illinois, joining Ewing Lodge, No. 705, the day he was twenty-one years old. He now affiliates with Kalama Lodge, No. 17, F. & A. M., and in 1892 he represented his lodge at the Grand Lodge at Spokane; he is also a member of the I. O. O. F., Kalama Lodge, No. 101, and of Lodge No. 42, A. O. U. W. He belongs to the Producers' Trade Union of Cooke county, Texas, also Kalama Lodge, No. 100, K. of P. He is an ardent supporter of the principles of Democracy, and has represented his party frequently in State conventions; he is at present Chairman of the Democratic Central Committee of Cowlitz county, and served in that capacity during the campaign of 1892, exhibiting rare executive ability. He is very popular throughout the county, and is one of the most efficient officers the county has ever had.



DR. J. C. HOUSE, one of the representative medical practitioners of Port Townsend, Washington, a gentleman of culture and a progressive citizen, was born in Frederick county, Maryland, in June, 1852. His parents, David B. and Elizabeth (Young) House, were also natives of Maryland, in the early history of which State their ancestors played a promi-

nent part. The father of the subject of this sketch was a wealthy planter, engaged in the cultivation of tobacco and cereal plants, and owning many slaves. After the war he sold his landed interests and has since resided with his children.

Dr. House, of this notice, was educated in the common schools and at Frederick University, Maryland. In 1869 he engaged in the study of medicine at the Eclectic Medical Institute, of Cincinnati, Ohio, at which he graduated in 1873. He began the practice of his profession at Washington city, District of Columbia, and after four years' experience he became, in 1877, assistant at the Cincinnati University hospital. In 1880 he removed to Oxford, Iowa, where he followed his profession, being also associated with his brothers in the stock business. While there he served two years as Superintendent of Schools and as Chairman of the Territorial Republican Central Committee, successfully conducting the campaign and electing the Hon. F. T. Dubois to Congress. Dr. House was offered political preferment, but declined every overture in this line, preferring to follow his professional career. In 1887 he became physician and surgeon to the Poor Man and Tiger Mining Companies, at Burke, Idaho. In August, 1889, he returned to Cincinnati to take a course at the Eclectic Medical Institute, with two hours' daily practice in the hospital. In June, 1890, he went to New York city for a course at the post-graduate school, and later came to Port Townsend for settlement. In September, 1890, he received from the State Medical Board a certificate to practice his profession, and he at once opened his office. His success was marked and rapid. In a short time he was appointed County Physician, which office he held about two years. He also became the physician and surgeon of the Oregon Improvement Company, at Port Townsend. He follows a general practice in both surgery and medicine, and by his thorough and conscientious work has gained a large patronage.

The Doctor was married in Washington, District of Columbia, in 1878, to Miss Emma W. Woltz, a lady of education and refinement of that city, who has cheerfully shared his varied fortunes and contributed toward his success.

Fraternally, he affiliates with the Port Townsend blue lodge and chapter of the F. & A. M. He is Secretary of the State Medical Society, is an active member of the National Eclectic

Medical Society, and was a member of the Advisory Council of the World's Congress Auxiliary on a Congress of Eclectic Physicians, which convened in Chicago in May, 1893. He possesses in a marked degree those qualities which contribute to advancement, a progressive disposition, a liberal spirit, an active humanity and a prevailing morality, and justly holds a high position in the regard of his fellow-men.



MGILLIAM, a member of the Washington Bar, and a practicing attorney of Seattle, was born at Dallas, Polk county, Oregon, in April, 1859.

The name of Gilliam is contemporaneous with the early settlement of the Northwest territory. As early as 1844, Cornelius Gilliam, the grandfather of our subject, settled up his business affairs in Missouri and with ox teams started westward. As Captain, he guided a company of emigrants across the plains to the great undeveloped country then called Oregon. After a journey of six months' duration, they entered the Willamette valley, the Mecca of their pilgrimage, which, with its broad prairies and abundant feed, interlined with running streams and navigable rivers, seemed to them a land which must eventually "flow with milk and honey." Mr. Gilliam located on his donation claim upon the present site of Dallas, Polk county, and in pioneer style erected his log cabin and began tilling the soil preparatory to an immediate crop to sustain his family. As time ran on the Indian depredations became more and more startling until 1847 the climax was reached by the massacre of the Whitman family. This aroused the pioneers to arms. Mr. Gilliam organized a band of volunteers, and as Colonel led the attack east of the mountains in the vicinity of Walla Walla. While on his return to the Willamette valley for the purpose of enlisting recruits, Colonel Gilliam was killed by the accidental discharge of a gun which he was removing from the rear of his wagon. Gilliam county was named in honor of him.

The parents of our subject, W. S. and Esther (Taylor) Gilliam, were born in Missouri and New York respectively, both emigrating to Oregon when children. Here they grew up and were married. W. S. Gilliam remained on the farm in Polk county until 1859, when he moved

to the vicinity of Walla Walla and located on a farm, increasing the same by subsequent purchase until he became the owner of 2,500 acres. He was an extensive stock-raiser until the country became settled. Then he entered largely into fruit-growing, having the finest orchard in the county and hauling his fruit by wagon forty miles to Wallula and thence by river to Portland, where he found quick sales at lucrative prices. He retired from his farm in 1891, and now resides in Walla Walla. In 1861 he was elected to the Territorial Legislature, and in 1864 as Sheriff of Walla Walla county. Since then he has not been in active politics.

M. Gilliam was reared to farm life. He was educated in the public schools and in the Pacific University at Forest Grove, Oregon. In 1882 he began the study of law in the office of Senator John B. Allen, and in March, 1883, removed to Yakima, where he continued his studies under the instruction of Edward Whitson, and was admitted to the bar in May, 1884. He commenced practice in Yakima, in 1886 removed to Ellensburg, and in September, 1890, came to Seattle. At the latter place he entered into partnership with Judge W. Lair Hill, one of the most able attorneys and jurists of the State. The partnership was dissolved June 1, 1891, and a new association was formed with E. Coke Hill, son of Judge Hill, under the firm Gilliam & Hill.

Mr. Gilliam was married in Yakima in May, 1889, to Veva Wiswell, a native of Oregon and a daughter of Oliver Wiswell, a pioneer of the State, and for many years manager of the old Oregon & California state line.

Mr. Gilliam is a prominent member of the Masonic fraternity. He is developing great talent in the line of his profession and is founding a satisfactory and lucrative practice.



HENRY M. LILLIS, Chief of the Fire Department of Tacoma, Washington, and a well-known and respected citizen, was born in Lansing, Michigan, February 14, 1856. His parents, Patrick and Mary Lillis, were thrifty and worthy people, enjoying the esteem of all who knew them. When the subject of this sketch was but three years of age, the family removed to Stillwater, Minnesota, and three years later went to St. Croix Falls,

Wisconsin, where Henry resided until he was twenty-two years of age. He received his education in the common and high schools of Stillwater, graduating at the latter in the class of 1874. He then engaged in teaching in Polk county, Wisconsin, which occupation he followed for three years. At the end of that time he went to Texas, where he entered the building and contracting business, which he followed successfully in San Antonio, Galveston, Houston, Waco, and other places. He went from that State to Nevada, where he was engaged about six months in hauling and handling freight from Carson City to Candelaria and Bodie, California. Next he went to Oregon, and spent about two years in logging in various parts of that state. In the spring of 1881, he came to Tacoma, Washington, where he engaged in millwright work for the Tacoma Mill Company, which occupation he followed one year.

At the end of that time he began teaching in the First Ward school of Tacoma, of which he was principal for seven years, afterward acting in the same capacity in the Lowell school. In 1885 he was admitted to the Bar of the Territory, but has never practiced his profession. He has a diploma, dated March 17, 1889, and holds a Territorial certificate, dated March 17, 1884.

March 1, 1889, he became Chief of the Fire Department, of which office he in the present incumbent, his services in this capacity being characterized by the same promptness and efficiency which has marked all his former work in whatever position he has filled. He became a member of the Volunteer Fire Department on its organization in 1884, and was a charter member of the Eagle Hose Company, No. 2, from its inception, August 25, of the same year, of which Company he was secretary. He was elected Assistant Chief of the Fire Department of Tacoma in 1886 and re-elected to to succeed himself in 1887, eventually coming to his present position, not by favor, but as a reward for efficient service in his other capacities. It was a case of the office seeking the man, which in consequence is well filled, reflecting alike credit on the community and on the person who so ably discharges his duty. This is not the only occasion on which his fellow citizens have shown their appreciation of his capabilities to fill a position of trust, for he represented the First Ward in the City Council for five years, having been elected to a three

years' term in 1884, after which he was re-elected, but resigned at the end of two years to accept his present office. In May, 1888, he was elected a member of the Constitutional Convention from the Twenty-first District of Pierce county, and served on several committees. In 1886, he was elected Justice of the Peace for the First Ward District, which office he held for two years.

Fraternally, Mr. Lillis belongs to numerous societies. He is a member of the Evergreen Lodge, No. 51, F. & A. M.; of the K. of H.; Banner Lodge, No. 22; of the I. O. O. F., Columbia Lodge, No. 98; of the Tacoma Encampment No. 8; the Improved Order of Red Men, Snoqualmie Lodge, No. 5; Uniform Rank, K. of P., No. 4; and Tacoma Canton, No. 4, of the I. O. O. F.

Such universal endorsement of his merits by his fellow citizens leaves but little for his biographer to advance, except to emphasize what has been previously made plain, that he owes his success to intelligent activity, supplemented by honest and courageous perseverance, which brings all things to those who labor and wait.



J M. LAMMON, a resident of Olympia and one of the successful pioneers of Washington, was born in Crawford county, Pennsylvania, in 1840.

His parents, George W. and Eliza (Eddy) Lammon, were natives of New York and Maine respectively. George W. Lammon was by trade a mason, which he followed in Crawford county until 1857. Then, removing to Illinois for six months, then to Iowa, he continued work at his trade in connection with farming and merchandising up to the time of his death.

J. M. Lammon remained with his parents until the spring of 1853, when he joined the family of his uncle, John E. Lammon, and with them crossed the plains and mountains to Washington. Their journey was one of exceeding hardship, which was increased by Mormon depredation instead of difficulty with the Indians. With supplies exhausted, they eventually landed in Yakima county, and there bargained their teams with the settlers for safe transportation across the mountains; but, after a few days of travel, they were left in the

mountains without teams, blankets or supplies, and, except for the kind attention of the Yakima Indians who furnished them with fish and potatoes and with their Indian ponies brought them through to Fort Steilacoom, the family must have perished from starvation. At the fort they found occupation sufficient to procure food, and subsequently went to Douglas county, Oregon, where Mr. Lammon took up a donation claim and engaged in farming.

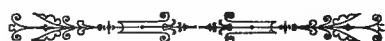
He remained with his uncle about eighteen months. Then he joined a party of campers and returned to the States, joining his father's family in Iowa and remaining with them until the spring of 1857. At time he engaged with Majors Russell and Waddells to drive a freight wagon from Kansas City to Salt Lake, and return. In the spring of 1858, for the same firm, he drove from Nebraska City to Salt Lake, where sixty of the teamster employees organized a company, purchased one wagon and four horses to carry supplies, and started for California. At Honey Lake valley, Nevada, the company broke up and divided their effects, and Mr. Lammon and a few friends proceeded to Nevada City, California, where he worked at mining about one year. Then the dull times came on and he wandered through the Sacramento valley, exhausted his funds while seeking work, and arrived in Sacramento "dead broke." He then traveled north to Siskiyou county, making the distance of 350 miles on foot, securing sufficient work by the way to provide himself with food. In Siskiyou he mined and followed ranching up to 1864, when he visited his uncle in Douglas county, Oregon. Six months later he hired to Hutchison and Bardeau to drive a band of cattle to Fort Steilacoom, and from there went to Victoria, British Columbia, where he engaged in the butchering business for two years, until the mining excitement in the Big Bend of the Columbia. Then, with the enthusiasm of the old miner, he shouldered his pack and started for that country, which proved a fruitless expedition. He next went up the Fraser river to Cariboo, and mined and butchered with good success, but the cold winters drove him back to the coast.

Mr. Lammon came to Olympia in August, 1869. After a few years with Sam Coulter and the Grangers' Market, he started in business for himself, which he continued until 1884. That year he sold out, and, with the pioneer excursion, visited his friends in the East. Return-

ing to Washington, he engaged in the real-estate business, which he has continued to follow, owning large property interests in the city of Olympia, and about 800 acres of ranch property in outlying districts.

He was married in Olympia, in 1872, to Miss Mary Lequa, of French descent. They have had three children, as follows: Amanda, Mary and Stephen J., the last named being deceased.

Mr. Lammon has served two terms on the City Council. He is an ardent Republican, and one of the highly respected citizens of Olympia.



GUSTAV BRESEMANN, of the firm of Bresemann & Klee, furniture manufacturers and dealers, Tacoma, was born in Prussia, Germany, in the village of Lundershagen, near the city of Stralsund, March 20, 1845, a son of Emanuel and Mary (Vierke) Bresemann.

He was educated in his native place and learned his trade of furniture-maker in the city of Stralsund, and having mastered it sufficiently he traveled throughout Germany. In 1865 he entered the Prussian army, in the Forty-second Infantry, and was stationed at Swinemunde. In the spring of 1866 war broke out between Prussia, and Austria and the Southern German States, in which his regiment was engaged in the battle of Gitchin, June 29, and July 3, in the battle of Sadowa, Bohemia.

In 1867 he left the army and worked at his trade for two years, when in 1869 he decided to try his fortunes in America. For the first year after his arrival here he was engaged in the furniture business in Chicago, Illinois. In 1870 he came to Puget Sound and located at Steilacoom and was employed in carpenter work until 1872, when he rented the "Davis place" at the head of Lake Steilacoom, and began making furniture in partnership with August Burow. After two years they rented "Byrd's flour mill" at the outlet of Lake Steilacoom, put in machinery and began the manufacture of furniture. They ran the factory there only about a year, when Mr. Bresemann took up a claim near Spanaway lake and built a shop and made furniture by water power, still in partnership with August Burow, finding a market in Steilacoom, Olympia and Tacoma. In 1882 they

abandoned the furniture business and built a sawmill at the same place, which they ran for six years, when Mr. Bresemann sold his place to the Tacoma Light and Water Company. In 1889 he located in Tacoma, then again going into the furniture business, with Mr. Klee, in which he is still engaged.

Mr. Bresemann was married January 9, 1877, to Miss Bertha Vogel, of Peoria, Illinois, and they have five children, viz: Gertrude, Paul, Emanuel, Bertha and Gustav.

Mr. Bresemann is a member of the Germania Society and also of Lodge Chiller Hein, No. 1, of the Order of Druids, the first of its kind in the State of Washington.



JOSEPH R. DICKENSON is a native of Virginia, and was born in Franklin county, September 17, 1828, his parents being Robert N. and Cynthia A. (Rives) Dickenson, both of whom were direct descendants of old families, the father being of English origin, the mother a lineal descendant of the French Huguenots. His father was a surveyor, and afterward County Clerk of Franklin county, where Joseph R. was born and where he lived until eight years old. In 1837 the family removed to Edgar county, Illinois, and were among the earliest settlers in that section. His father was for many years Clerk of Edgar county, and held that office at the time of his death, which occurred in August, 1851. His mother also died there, in 1879. His father was an old-line Whig, and at each election defeated his Democratic opponent.

Mr. Dickenson was educated in Edgar county, and attended the Methodist Academy, of Paris, conducted by Jesse H. Moore, who afterward was made Minister to Chili, and died there of yellow fever. On the death of his father he became administrator of his estate and took charge of the farm. In 1861 he went to California by way of Panama, and remained there ten years, most of the time living at Knight's Landing. In 1871 he reached Oregon and stopped at Portland, and after a little while went on to Puyallup valley. He moved to Salem, Oregon, in 1886, having previously purchased the old Delaney ranch.

Mrs. Dickenson was a Miss Shelby, born in Indiana, her father being Judge Rezin Shelby,

of Indiana. Her mother, Jane (Thompson) Shelby, was born near Gettysburg, Pennsylvania. Mrs. Dickenson died September 6, 1883, leaving seven children: Joseph R., Charles F., Virginia V., Lizzie B., Rose J., Mae F. and Rezin Shelby; one child, William S., died in California, aged two years.

Mr. Dickenson has been a Republican since the inception of the party, and voted for John C. Fremont. He cast his first presidential vote for General Winfield Scott, in Edgar county.



PHILIP D. NORTHCRAFT, an old settler of Washington and an extensive landowner and farmer of the State, residing near Bucoda, was born in Warren county, Virginia, February 4, 1825. His parents, H. and Susan (Woodward) Northcraft, were for many years residents of Montgomery county, Maryland, where his father was a farmer. When Philip was about eight years of age his mother died, and his father afterward removed with the children to Virginia. There were eight children in the family, of whom only two survive, the subject of this sketch and a brother.

As soon as Philip was old enough he was apprenticed to learn the carpenter's trade, which he followed for awhile in the East. When twenty years of age, however, he resolved to join the general westward-bound movement of emigration, and accordingly in 1845 he left the State of his birth and came as far west as St. Louis, Missouri, where he secured work at his trade and remained there about four years. In the meantime he heard more favorable reports from the extreme West, and in 1849, at the height of the gold excitement in California, he started for that El Dorado. Leaving St. Louis by boat, he proceeded down the Mississippi river to New Orleans and thence across the gulf to the Isthmus of Panama, across which he walked, about thirty miles. Arriving on the western coast, he took a sailing vessel for San Francisco, at which place he arrived after a stormy voyage from the isthmus of 116 days. He soon afterward started for the mining districts and prospected and mined in several important mineral centers throughout California, and also worked at his trade part of the time. He then returned to San Francisco, and in the

winter of 1850 set sail for Portland, Oregon. Here he made his home and worked at his trade until 1852, at which time he started for the Sound country, crossing the Columbia river and thence overland to the present site of Chehalis. He remained at that point during the winter, and in the spring proceeded to Thurston county, where he settled on a claim of 320 acres situated a mile and a half from Bucoda. His brother, who accompanied him, and was in 1856 killed by Indians, took 320 acres adjoining, which the subject of this sketch afterward purchased, and at present owns both tracts, 150 acres of which is under cultivation and devoted to general farming, while much more is devoted to grazing and the production of hay.

At the outbreak of the Indian war, in 1855, Mr. Northcraft, who had remained on his farm up to this time, left his claim and joined Company F, of the Oregon Volunteers, under the command of Captain B. F. Henness and First Lieutenant E. N. Sargent, and served efficiently for three months. He then returned to his claim, where he remained until 1869, when he rented his farm and made an extensive Eastern trip throughout the Middle and Southern States, being absent from home three years. On his return he took up his residence on his farm and engaged, in connection with his usual agricultural pursuits, in the raising of stock and in fruit culture, all of which he has since followed with uniform success, not only proving his ability as a farmer, stock-raiser and fruit-grower, but also clearly showing the possibilities of the climate and soil of Washington. With such enterprising citizens it is not surprising that Washington should take a proud stand among her sister States, all of which owe their prominence to just such energy and determination of spirit.

July 15, 1891, Mr. Northcraft was married to Charlotte Schulz, an educated German lady, daughter of Fred and Sophia (Schroder) Schulz, all of Germany. Mr. and Mrs. Northcraft have one son, Philip Northcraft, Jr.

WILLIAM A. EADON, identified with the interests of Lewis county, Washington, since 1864, was born in Washington county, Arkansas, where he spent the first three years of his life. He was then taken

by his parents to Benton county, Arkansas, at which place he lived until he was sixteen. He then went to Parker county, Texas, two years later returned to Benton county, and subsequently removed to Christian county, Illinois. He continued in Illinois until 1864, the date of his removal to Washington. His first stop in Washington was at Centralia, Lewis county, and so well pleased was he at that time with this part of the country that he decided to locate here permanently, and his first impressions in regard to the county have never since been changed. Mrs. Eadon's maiden name was Miss Alred. She and Mr. Eadon were married in 1872, and they have one daughter, Elizabeth, who is now Mrs. Brownlaw Arrington.



ES. HAMLEN, Secretary and Treasurer of the Puget Sound Pipe Company, located at Olympia, was born in Gorham, Maine, May 25, 1850. His parents, Francis A. and Fannie H. (Blake) Hamlen, were natives of the same locality, their ancestors having settled in Maine among the pioneers of the State. Jacob Hamlin, the grandfather of our subject, was captain of military forces stationed at Fort Hill during the early Indian troubles. Francis A. Hamlin was a cooper and lumberman, actively engaged in business until 1874, since which time he has lived retired at Gorham.

E. S. Hamlin removed to Portland, Maine, with his parents in 1864. After completing his common-school education he took a course at Bryant & Stratton's Commercial College, graduating in 1866. He was then employed for two years in the freight department of the Portland, Saco & Portsmouth Railroad Company, and in 1868 entered into partnership with his father in the cooperage and lumber business at Portland, under the name of F. A. Hamlen & Son. Six years later he succeeded to the business, which he conducted on an extensive scale, shipping vast quantities of hoops, staves and general cooperage to the West Indies for the sugar trade. He continued exporting until the tariff was removed from sugar, and retired from the business in 1889. That year he came to the Puget Sound district, looking for a place to make investment, and, becoming attracted by the future prospects of the Puget Sound Pipe Company, purchased an interest and was

elected to the above named offices. The other officers of the company are John Corkish, of Portland, president, and C. Z. Mason, vice-president and manager. Under the able management of these gentlemen, the company has made rapid progress in development and extension of business, necessitating increased facilities for manufacture.

Associated with John Corkish and Joseph Nesbitt of Goldendale, Mr. Hamlen incorporated the Goldendale Milling Company, November 10, 1890, for the manufacture of flour and feed, with a capacity of 100 barrels per day, their product finding a ready market in the surrounding country and at Portland.

In May, 1892, he organized and incorporated the Chehalis Water Company, of Chehalis, and was elected treasurer of the company. The source of supply is the Newaukum river, the water being carried by flume a distance of seven and a half miles and then pumped into reservoirs for city purposes. The flume is also utilized for flooding lumber down to the city. The company holds a contract with the city of Chehalis, covering a period of thirty years, to furnish water for all city purposes.

Mr. Hamlen is the proud possessor of a highly improved farm near Portland, Maine, stocked with Jersey cattle and a choice strain of horses. He is also engaged in mining in Colorado, and banking in Olympia.

He was married at Harrison, Maine, in December, 1871, to Miss Mary P. Foster, a native of that State and a descendant of pioneers. Mr. Hamlen is a member of no societies. He gives the best of his time and energies to business, in return for which he has received a generous financial reward.

MRS. NANCY MEEKER was born in Mercer county, Pennsylvania, August 1, 1825, her maiden name being North. T. North, her father, was born in 1794, and was one of the pioneers of Pennsylvania. She lived in Mercer county until after her marriage to Mr. D. Burr, with whom she moved to Ohio and subsequently to Wisconsin. In April, 1854, they started across the plains for the far West, but Mr. Burr was doomed never to reach his destination. He died and was buried at Fort Laramie. The widow, with a sad

heart, continued on with the train, and after a journey of six months finally reached Pierce county, Washington. The following year she became the wife of J. R. Meeker. The Indian war coming on, the settlers in Pierce county were compelled to seek refuge at Fort Steilacoom in soldier's garrison, and from that place Mr. and Mrs. Meeker went to Steilacoom plains, settling on a claim of 320 acres. There they lived until 1868, when they pre-empted 160 acres in Puyallup valley, where Mrs. Meeker is still living, she having managed the farm since the death of her husband in 1869. She has 150 acres in hops and hay and has her farm well stocked. Her ten children are all married and settled in life.



JAMES C. SAUNDERS, cashier of the Commercial Bank of Port Townsend, was born in Memphis, Tennessee, December 31, 1854, a son of Rolfe S. and Mary Eliza (Anderson) Saunders, natives also of that State. His father has devoted his life to literature, was for a number of years associated with the Memphis Bulletin, the Appeal and the Commercial, and is now editor of the National Democrat, at Washington, District of Columbia.

James C. Saunders received his education at the University of Tennessee. He then spent three years on his father's farm in east Tennessee, and in 1875 removed to Washington, District of Columbia, as private secretary for Cayse Young, a member of Congress from that State. He continued in that capacity until 1880, then established the Daily Herald at Fort Smith, Arkansas, which he conducted three years, and then returned to Washington city, to accept the position of Clerk of Committee on Commerce of the House of Representatives, holding that office until March, 1885. During the campaign of 1884, Mr. Saunders was stenographer at the Democratic National Committee headquarters at New York city. Soon after the inauguration of President Cleveland, in March, 1885, he was appointed Executive Clerk to the President, and in December, 1888, received the appointment of Indian Inspector. He came to the Territory of Washington, and discharged the duties of that office until March 4, 1889. He then engaged in the real-estate business in Port Townsend, was one of the in-

corporators of the Commercial Bank of Port Townsend in March, 1890, became its first vice-president, and in June, 1891, accepted the position of cashier, which office he has since continued to fill. Mr. Saunders was also one of the incorporators of the Puget Sound National Savings & Loan Association in 1891, and has since served as its president. After a successful career in Port Townsend the institution was removed to Portland, as a greater financial center. He also owns valuable unimproved residence and business property in the city.

Mr. Saunders was married at Fort Smith, Arkansas, in 1882, to Miss Alice E. Sample, a daughter of Rev. W. A. Sample, a minister in the Presbyterian Church in that city. Three children have been born to this union: Minnie E., William Sample and Lamont. In his social relations, Mr. Saunders affiliates with the F. & A. M., and politically, is a Democrat. He is a member of the City Council, and was appointed Collector of Customs for the Puget Sound district, May 23, 1893.



ARTHUR N. MILLER, of Puyallup, was born in Mountrath, Queen's county, Ireland, May 22, 1831. His parents were William Henry and Mary (Huston) Miller. His forefathers, whose name was Muller, emigrated from Holland to England. His mother's ancestry were Quakers from Normandy.

In 1840 his parents came to the United States and located in Brooklyn, New York, where the subject of this sketch was brought up and received his education. When about twenty-one years old he went to sea, where he remained for nearly ten years, during which time he touched almost every port of entry known to sailing vessels. He arrived at Port Townsend on July 28, 1860, and August 5 reached Steilacoom. Here he joined his brother George (who came out in 1856) and with him proceeded to Puyallup valley, arriving at that place September 27, 1860, and took up a squatter's claim on section 27, township 20, range 4 east. Here he remained, but after a year his brother went to Oregon. In the spring of 1862, Mr. Miller, of this sketch, went to the Cariboo mines in British Columbia, but the trip was not profitable and he returned to Puyallup seven months after-

ward, with only 35 cents in his pocket, although he and his partner took \$1,400 away with them. In 1868, Mr. Miller went down on the river and ran a ferry and started a store, but a freshet came and washed it all away.

He then went to Oregon, April, 1869, and later secured work at Oregon City, which lasted until 1872, when he returned to Puyallup and immediately set to work clearing up his land there and building a house. Here he remained until the death of his wife. He was married September 8, 1878, by the Rev. George F. Whitworth, to Miss Alice Alma Steventon, a native of Brentwood, England. They have four children, viz.: Edith, George Steventon, Elizabeth Mary, deceased, Margaret E., and Arthur Everett.

Mrs. Miller died March 9, 1890, of la grippe, and was buried in the Tacoma Cemetery. She was a member of the Methodist Episcopal Church of Puyallup. Mr. Miller is a member of Corinthian Lodge, No. 38, Free and Accepted Masons. He was made a Mason in Steilacoom Lodge, No. 2, in 1867. He has filled all the offices of the lodge except that of Secretary. He was a Republican and one of the originators of the Union League. He was a trustee of the Methodist Episcopal Church of Puyallup.



JOHAN G. JANICKE, attorney at law and a farmer of King county, was born in a town near Leipsic, Prussia, January 18, 1827, a son of John G. and Christina (Boehme) Janicke. In 1849 our subject landed in New York, shortly afterward went to St. Louis, in 1851 to Chicago and one year later returned to St. Louis; in 1855 went to Joliet, Illinois, and in 1857 to Minnesota.

While in the latter State he organized the First Minnesota Cavalry, of German volunteers, for the last war. They were mustered in September 16, 1861, and soon ordered to Camp Benton, St. Louis, Missouri, where they joined the Fifth Regiment of Iowa Cavalry, commanded by Colonel W. W. Lowe. In this regiment the company was designated as Company G, of which Mr. Janicke was elected First Sergeant. Later the company was known as Company A, in Brackett's Minnesota battalion. They served under General Sully during the Indian war in Minnesota, and were mustered out in May,

1866. Mr. Janicke then served as recruiting officer for a time. September 17, 1864, he was appointed Second Lieutenant of Company G, Fourth Regiment of Minnesota Infantry, and afterward, for meritorious conduct, was promoted to the rank of First Lieutenant, commanding Company G. During the war he participated in the battles of Fort Donelson, Paris, Dresden, Clarksville, Allatoona Pass, October 5, 1864, and was with Sherman on the grand march to the sea. During this campaign his regiment was attached to the Second Brigade, Third Division, Fifteenth Army Corps, and they marched and formed the center of General Sherman's army. In this movement Mr. Janicke was a participant in all the battles and skirmishes of his company, including the five days' siege of Savannah, Georgia, and the battle of Bentonville, North Carolina. In April, 1865, while he was with his command at Raleigh, North Carolina, he received from General O. O. Howard a special commission, as a Provost Patrol officer.

After the close of hostilities, Mr. Janicke went to St. Paul, where he conducted a garden farm until in May, 1871, after which he came to Seattle. In June, 1871, he located on his present farm, two and a half miles from Fall City, his being the first white family in that immediate section. At the first general election in King county, and while Washington was a Territory, he was elected Justice of the Peace for Fall City and Tolt precincts; he qualified only for the latter precinct, however, and two years later was re-elected to the same office, for Tolt, but does not hold the office now.

He was married, in the fall of 1863, to Elizabeth Olson, and their children are: Charles F., who is residing on his farm a mile and a half from Fall City; Christina, who died, aged nineteen years; George, who died at the same age; Rachel, who died at the age of eleven years; and Minnie, who lives with her parents on the old homestead.



WILLIAM HUNTINGTON, one of the first settlers of Cowlitz county, Washington, was born in New York in 1816. In 1819 he was taken by his parents to North Bend, Ohio, where they lived until 1825. That year they moved to Fayette county, In-

diana, two years later to Shelby county, same State, and in 1832 back to Fayette county again. William Huntington was employed in a tannery until 1836. That year he went to Delaware county, Indiana, where, in 1839, he was married. In 1841 he moved to Mt. Pleasant, Iowa, and after five years' residence at that place he returned to Indiana, this time settling in Brown county. He was engaged in the tanning business until 1850.

When news of the gold discovery in California spread like wild-fire over the country, Mr. Huntington was one of the first to become enthusiastic with the Western spirit, and he started across the plains for the new El Dorado. Arrived at "Hangtown" he engaged in mining there one year. He returned East in 1852, but came again to this coast the same year, bringing with him somewhat over \$11,000. He was accompanied by his three brothers, James, Benjamin and Jacob, and their families, the first having three sons and one daughter, who were married, making in all eight families thus closely related and making one train. The journey was made from St. Joseph, Missouri, with ox teams, and consumed all the time from May 21 to October 25. At the last date the company reached the Dalles of Columbia, where the wagons and teams were left for the winter, the stock to be herded on the range while the families were brought in row boats to the mouth of the Cowlitz river. Mr. Huntington had 187 head of cattle at the time he crossed the Missouri river, but owing to the extreme severity of the winter he lost all except one three-year old heifer. He also had five fine brood mares and a stallion, of fine stock: not one of these, however, survived the rigors of the "hard winter of '52," as it is yet termed by the old settlers of this country.

In the spring of 1854 he took a donation land claim and built a log house upon in and commenced clearing land for a home, he having at that time a wife and four children, and without any means except the strength and labor of his hands, backed by a strong and unyielding confidence in that beneficent Providence that never fails to help those who help themselves. His only thoroughfare to and from his home for a distance of twelve miles was a rapid and dangerous river or a rough, narrow Indian trail through the thick forest. Since then he has lived upon that place, leaving it only at intervals for the purpose of school privileges, which

he could not have at his own place for lack of scholars to support a district school.

He was elected County Commissioner in 1854 and served one year; was elected Representative of his county in 1856, and at the session of the Territorial Legislature that year he made the first Republican speech ever made in the Legislature of the Territory, there being but four of the thirty members composing that body who claimed to be Republicans. In 1861 he was appointed United States Marshal for the Territory of Washington by President Lincoln, and the first of December of that year, qualified and took charge of the office. He served in that capacity during the entire time of Mr. Lincoln's presidency, and was re-appointed by President Johnson and served a second term.

While many men in office have been accused, and some rightfully, too, of swindling the Government out of large sums of money, Mr. Huntington, in the seven years and a half he was in the service of the United States Government, never spent but one dollar, except to defray actual expenses. Nor is this all: his pay was all in legal tender notes, and much of the time it was at a discount, going down to 40 cents on the dollar in coin, so that his pay, none too great had he received par value for his paper money, became very small, in fact not more than half of what he should have received for the services he rendered. He now claims that in accepting that appointment he made the greatest mistake of his life. At the time he gave up the office of United States Marshal he had legal demands against the Government to the amount of \$1,264, which was unpaid and remained due him until 1886, when Senator Dolph, of Oregon, interested himself in the matter and urged Mr. Huntington's claim before the department at Washington until tardy justice was at last rendered and he received his pay. In 1870 he was called upon by his fellow citizens to represent his county in the Territorial Council, and served during the session of 1871. In 1872 he was appointed Postmaster at Castle Rock, and held that office just fifteen years; but he has taken no active part in politics since the close of his last term in the Legislature, choosing to live in the quietude of home and in the discharge of social and domestic duties.

In early life Mr. Huntington embraced the principles of Christianity, and has been since 1844 identified with the Gospel ministry of the

Christian or Disciples' Church, never, however, having preached for a salary or for pay, but has volunteered his services as occasion required, freely giving his time to the service of the Church and often paying liberal sums to others for preaching, and in assisting his brethren who were identified with him in church relations. He was also a charter member of the first congregation of the Christian Church that was ever organized in Washington Territory. He is now and has been a ruling Elder in his church since 1857. Having not despised the day of small things, he has lived to see a growth in membership of the little congregation, of some seven souls to one numbering scores of the best and noblest of the citizens by whom he is surrounded, and the place of worship, from the little, rough, log schoolhouse to a fine church edifice in the center of the town of Castle Rock, upon a plat of land donated to the church by himself and faithful wife, who still lives on the old farm with him. He still owns his original claim except 100 acres, which he has sold for the pleasant site of the thriving town of Castle Rock, Cowlitz county, Washington, respected and honored by all who know him.



MAJOR QUINCY A. BROOKS, one of the respected pioneers of the Northwest, now a resident of Port Townsend, was born in Washington county, Pennsylvania, May 22, 1827, and is a son of Charles and Mary (Jester) Brooks, natives of the same county. His ancestry were from England, and were among the pioneers of Washington county, where they followed agricultural pursuits.

The subject of this sketch was reared on a farm and received a liberal education, graduating at the Western University of Pennsylvania in 1847. He studied law under the preceptorship of T. J. Fox Alden, of Pittsburg, Pennsylvania, and was admitted to the bar in 1849. He immediately commenced the practice of his profession in Pittsburg, where he was successfully engaged until 1851, when, induced by the liberal opportunities afforded by the Northwest to men of activity and capability, he turned his face in the direction of the setting sun.

He came overland across the plains in the usual manner of that day, journeying by ox

teams and meeting with many exciting adventures, the trip consuming five months' time, at the end of which he arrived safely in Portland. Continuing his journey to Olympia, Mr. Brooks determined to settle in that city, and accordingly entered at once on the active practice of his profession. Fortune from the first seemed to smile on his endeavors. Shortly after locating here, he was appointed by Governor Gaines to the position of Prosecuting Attorney for that portion of Oregon Territory lying north of the Columbia river. From this time forth his life was a series of advances in honorable offices and important works, and, to him, as one of the early pioneers, much is due for the present high standing of Washington in commerce, education, morality and all that goes to make a great State. In 1853, he was a member of the Cow-litz Convention, which secured the separation of Washington from Oregon. From 1856 to 1861, he served efficiently in the Indian service, under Governor Isaac I. Stevens and Superintendents Nesmith and Geary, of Oregon. From 1865 to 1869, he served as special agent of the Post Office Department for the Pacific Coast, with headquarters at San Francisco. During the Modoc Indian war of 1872-'73, he served as Assistant Quartermaster General of the Oregon State troops, with the rank of Major.

In 1874, he located at Klamath Falls, southern Oregon, where he purchased 1,400 acres of land, became one of the town proprietors, engaged in farming and the real-estate business, besides filling various offices in the county.

In 1886, he was appointed Collector of Customs of Puget Sound district, by President Cleveland, whereupon he removed to Port Townsend, and continued to discharge the duties of that office until change of administration. Since then, he has been engaged in the real-estate business and in looking after his large property interests, his income being such as to justify his retirement from active pursuits, were it not that his naturally energetic nature rebelled from idleness as contrary to the habits and thoughts of a lifetime. He has done much for humanity, and may now justly wear his laurels in comfort.

Mr. Brooks was married at Salem, Oregon, in 1878, to Miss Lizzie Cranston, daughter of Ephraim Cranston, an honored pioneer of 1851. Mr. and Mrs. Brooks have four children: Mollie, now Mrs. W. M. Harned, of Port Townsend; Lieutenant E. C. Brooks, of the Tenth

United States Cavalry, a graduate of the class of 1886 at West Point, and now detailed as military instructor at Girard College, Philadelphia, Pennsylvania; Hattie, and Quincy.

Surrounded by an interesting family, in the enjoyment of prosperity, and the esteem of the people, Mr. Brooks has attained true success, which is not measured by material advancement alone, but by all the amenities of life which go to satisfy the human soul.

JOHN M. McDONALD, another one of the successful farmers of Lewis county, Washington, was born in Scotland, June 24, 1825, and in 1830 emigrated with his parents to America, Nova Scotia being their objective point, and at that place remaining until 1835. That year they removed to Massachusetts and settled at Roxbury, near Boston. Soon afterward he went to sea and remained on the deep the most of the time for seventeen years. He continued to make Roxbury his home, when on land, until 1847. About 1849 he emigrated to San Francisco, California, where he was appointed customhouse officer, which position he filled for three years. From San Francisco he moved to Lewis county, Washington (at that time Oregon), landing at Monticello in 1853.

Mrs. McDonald's maiden name was Mary J. Cutting. She was born in Suffolk, England, in 1838, and at the age of fifteen years she emigrated with her parents to San Francisco, where she remained for five or six months. Since then she has made her home in Lewis county, Washington. Mr. and Mrs. McDonald have six children: Mary A., Katherine J., Isabella M., Henry D., Carlotta A. and Agnes R.

ALLEN J. MILLER, a Centralia capitalist, was born in the small town of Mount Rath, Queen county, Ireland, August 23, 1834. His parents were William H. and Mary (Hewson) Miller, both of them being natives of Ireland. When he was about five years of age his parents came to Brooklyn, New York, where he grew to manhood, learning the trade of carpenter, which he followed until

1859, when he left on the steamer *Illinois* and crossed the isthmus of Panama, and landed at San Francisco, after a trip of twenty-eight days from New York. After a stay of a month there he took the steamer *Northern* for Olympia, Washington, where he arrived on May 10, but on the next day came to Steilacoom, where he engaged in the carpentering business and continued at it until 1865, when he removed to Puyallup valley and cleared up a farm, which has since become a part of the present town of Puyallup. He followed farming until 1888, and since that time has put in a water system at Centralia, which he now owns. He ran a private bank there, known as the Bank of Centralia, which he started in 1888, and converted it into the First National Bank of Centralia in 1889, with a capital stock of \$50,000, of which he was president until January 1, 1893. He also helped to organize the Farmers' Bank of Puyallup in 1888, afterward known as the Bank of Puyallup, and was a director in both the old and new banks.

Mr. Miller is a member of Puyallup Lodge, No. 20, A. O. U. W., and has been several times elected Master Workman. He was a member of the first Council of Puyallup, has also been a School Director and Road Superintendent in that district for nine years in succession. He has always taken a deep interest in educational matters.

He was married at Brooklyn, New York, December 26, 1855, to Miss Margaret C. Smyth, of New York. They immediately went to reside at Fort Hamilton, a town on New York Harbor, which place they left to come to the Pacific coast. Mr. Miller built the first ferry-boat to convey teams across the Puyallup river, the lumber for which he paid \$75 per thousand feet. This was in 1859. He was also one of the first to enter into the hop-growing industry in the Puyallup valley.

B F. YOUNG, who is engaged in farming, hop-raising and fruit culture, in the Puyallup valley, Washington, was born in Oceana county, Michigan, July 6, 1847. His father, Andrew Young, was born in Pennsylvania, and was a mechanic by trade. The Young family moved from Michigan to Iowa when B. F. was quite small. Not long

afterward they went to Nebraska, and next to Kansas, and while he was yet a boy they made the journey across plain and mountain to Portland, Oregon. This journey was made in 1860. They started with three yokes of oxen, and three of their oxen died on the plains.

B. F. Young remained in Portland three years, learning the printer's trade, and in the fall of 1863 took up his abode in Seattle, Washington, where he was employed in a printing office, setting type on the first paper published in King county,—the *Seattle Gazette*. He remained with that company two years, after which he worked at his trade in various parts of Washington, Oregon and California for about ten years, for two years being publisher and editor of a paper known as the *Petaluma Crescent*. He returned to Tacoma in 1873, and the following year moved to the Puyallup valley. Here he bought fifty-three acres of land, to the cultivation of which he has since given his attention.

Mr. Young is a member of the I. O. O. F. Lodge, No. 43, Sumner, of which he is Past Grand Patriarch; Ridgley Encampment, No. 18; K. of P. Lodge, No. 53, North Yakima, of which he is Past Chancellor; the Grand Lodge of Red Men, Tacoma; and is also a prominent member of other secret organizations as well as belonging to the State militia.

Mr. Young has been twice married—first, in 1870, to Mary White, who died leaving one son, Edward M. In 1875 Mr. Young married Ella Calhoun, and they have five children.



HON. M. J. GORDON, Judge of the Superior Court for Thurston county, residing in the city of Olympia, was born in Sherbrook, province of Quebec, Canada, in March, 1857. His paternal ancestry descended from Captain John Gordon, of Scotland, who was connected with General Wolf's army, and after the capture of Quebec, about 1759, moved to New England and settled near Middletown, Connecticut.

Merrit Gordon, the father of our subject, was born in Quebec. He and his brother formed a partnership and carried on railroad contracting. They constructed a large portion of the Inter-Colonial Railroad between Nova Scotia and Ottawa, now a part of the Canadian Pacific Rail-



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road system, and also conducted the improvements on the Cornwall canal, the contract covering five years amounting to \$1,000,000. Meritt Gordon married Miss Sarah McCarroll, a native of Canada. He now resides at Franklin Center, Huntington county, Quebec.

M. J. Gordon was educated in the common schools of Huntington county. In 1874 he came to the United States and located in Lanesboro, Minnesota, where he was employed in the Bank of Lanesboro. In the spring of 1876 he entered the law office of Judge E. N. Donaldson, of that place, and remained with him until he was admitted to the bar in June, 1878, when he entered upon his professional career in Lanesboro. He practiced there until March, 1879, at which time he removed to Watertown, Dakota, and from there, in 1881, to Aberdeen, Brown county, same Territory, continuing the practice of his profession all the while. He was a member of the Constitutional Convention at Huron in 1883, and at Sioux Falls in 1885; District Attorney of Brown county from 1884 to 1888; President of the Bar Association of the Fifth Judicial district, Dakota, comprising twenty-two counties, from 1885 to 1889. In the Territorial Convention of 1886 he was central Dakota's candidate for Congress, but failed to receive the nomination. He served two terms as City Attorney of Aberdeen. He was a member of the first State Legislature of South Dakota and was Chairman of the House Judiciary Committee.

In the early spring of 1890 Mr. Gordon moved to Olympia and associated himself in practice with, Colonel T. V. Eddy. In the Republican county convention held at Olympia, July 30, 1892, Mr. Gordon was nominated Judge of the Superior Court, and at the election in November received the highest vote cast in the county.

Mr. Gordon was married in Carbondale, Pennsylvania, in August, 1879, to Miss Jennie L. Thompson, of Lanesboro, Minnesota. He and his wife are the parents of two children: Helen B., and Carroll A.

Socially, he is a Knight Templar Mason, being a member of Olympia Commandery and Elriad Temple of the Mystic Shrine at Sioux Falls, Dakota, and also of Capital Lodge, B. P. O. E., at Olympia.

HILLORY BUTLER, a prominent resident of Seattle, Washington, and one of the pioneers of 1852, was born in Rappahannock county, Virginia, March 31, 1819. His ancestors, both paternal and maternal, were among the pioneer settlers of Virginia. Grandfather Butler was a soldier in the Revolutionary war, under Washington. The parents of our subject, Roland and Lucy (Emery) Butler, were natives of the same State, and passed their lives in agricultural pursuits.

Hillory Butler was educated in the common schools and reared upon the farm, remaining with his parents until 1842, when he struck out in life for himself, went to La Fayette county, Missouri, and was employed as a farm hand. Subsequently he engaged as overseer for John B. Webb, who had a plantation of 2,000 acres and fifty negroes. Young Butler received \$20 per month, filling the position eighteen months. He secured the good will of the darkies as well as of their master, who was a kind-hearted and indulgent man, and all working in harmony they accomplished a large amount of work. Chills and fever, however, compelled him to abandon his position. He then started on horseback for the Platte Purchase, traveling when able to ride. While continuing his journey, he was caught in an open prairie in a heavy thunder storm, and, being unprotected, was drenched with rain. Instead of producing sickness, this had the effect of curing him of his chills for all time to come.

Mr. Butler subsequently returned to La Fayette county, Missouri, and was married to Miss Catherine Hickman, niece of George Ennis, for whom he had first worked. He was then engaged in farming there until 1849, when, with the death of his father-in-law, he turned his attention to the settlement of the estate.

April 23, 1852, Mr. Butler started across the plains for Oregon, in the train with Judge Hayes and Andrew Cowan, paying \$175 for food and transportation. The train was attacked by cholera and a number of deaths occurred, but Mr. Butler and wife arrived at the Dalles without serious inconvenience, though they suffered somewhat from sickness. They proceeded by small boats down the river to Portland, and their first night in Portland was passed in a small room of a wharf boat, Mrs. Butler still suffering with sickness. The next morning Mr. Butler rented a house at \$33.50 per month, and secured the service of Dr. Wilson to attend his



wife, assuring him that he had plenty of money, while really \$2.50 was his entire capital! He had understood the physicians would not attend emigrants who were "broke;" so he attempted this ruse. After making his wife as comfortable as the circumstances permitted, he began looking for work, and chanced to meet "Squire" Davis, who had a fine mule team and offered that with feed if Mr. Butler would take it and engage in teaming, agreeing to divide the proceeds. This offer was readily accepted, and the results averaged from \$20 to \$40 per day, thus enabling Mr. Butler to pay all obligations. It may be added that he and Dr. Wilson were warm friends forever after.

In the spring of 1853, with E. M. Smithers, whom he met in Portland, he came to Puget Sound, via the Cowlitz river, and at Olympia they passed about two weeks with Calvin H. Hale while looking over the country. Together they came to Seattle, a few rough shanties then comprising the town. Mr. Butler purchased a lot, 120 feet square, the present site of the Butler block, for \$150, and when Mr. Yesler started his mill he secured the first lumber and built a little house. Then he began clearing his ground for a garden and potato patch. He and Mr. Smithers next began cutting piles and squaring timber for the San Francisco market, which occupation they followed several years and with good success.

In 1854 Mr. Butler was elected Sheriff, and held the office two years. With the growth of the town, he purchased a team and engaged in draying, which he continued with success for many years. In 1886 his little house was replaced by a large frame building, which afforded a profitable rental till the summer of 1889, when it was destroyed by the great fire. He then leased the land for building purposes, and subsequently sold it for \$75,000. During the early '60s he served one year as Indian agent, and as Provost Marshal enrolled King county, subject to draft.

His good wife, the comfort and solace of his pioneer days, passed to the other world in January, 1870, leaving him childless and alone. In the fall of 1889 Mr. Butler attended the triennial conclave of Knight's Templar, at Washington, District of Columbia, and took part in the great parade, during which, however he was taken suddenly ill, and compelled to leave the ranks. During that year, and while on his trip East, he visited, after forty-seven years of absence,

his old home in Virginia, but it was an unhappy visit, as the old landmarks had been obliterated and his family had been scattered or exterminated through the evil influences of the Civil war. He gladly returned to Seattle to live and die among his pioneer friends.

Mr. Butler is a prominent Mason of the thirty-second degree, Scottish rite, and for many years he served as Treasurer of the Consistory, also being for many years Treasurer of the Commandery No. 2, Knights Templar. He is a member of the Methodist Episcopal Church.



CAPTAIN HERBERT F. BEECHER, of the United States Revenue Service on Puget Sound, was born in Brooklyn, New York, June 22, 1854, the youngest of ten children born to Rev. Henry Ward and Eunice (White Bullard) Beecher, natives of Connecticut and Massachusetts, respectively. Herbert F. was educated at the Gunnery, at Washington, Connecticut, Round Hill Seminary, at Northampton, Massachusetts, and entered Amherst College in the class of 1872, but, owing to sickness, left in the sophomore class. He then entered upon the study of medicine at the Long Island College Hospital, but, after one year of study, decided that his sensibilities were too keen to carry surgery to success, and he accordingly retired from the profession. Becoming interested in yachting on the Hudson river and Long Island sound, Mr. Beecher decided to adopt navigation as a profession, and to that end entered the employ of the Norwich line of steamers, remaining there four years. He first worked as a deck hand, but by promotion finally became Captain of one of the best steamers.

In 1878 he came to California, was one of five to lease the Tejon ranch of General Beale, consisting of 400,000 acres of land, engaged in the sheep and cattle business, but owing to continued dry weather the investment proved unsuccessful. In the fall of 1879 Captain Beecher returned to steamboating, in the employ of the old Oregon Navigation Company, and for one year was engaged as freight clerk and purser on the steamship Oregon, running between Portland and San Francisco. He was then placed in charge of a large force of men at The Dalles, Oregon, in loading and unloading

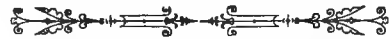
freight from boat to cars, but subsequently, on account of ill health, and to be on salt water, came to Puget Sound, in the employ of same company. He was Captain at different times of their several steamers running on Puget Sound. In June, 1883, Captain Beecher bought the mail route from Port Townsend, through the San Juan islands, to Blaine, and, with the steamer *Evangel*, covered the route until July 1, 1885.

He then entered upon the duties of Collector of Customs of Puget Sound District, to which position he had been appointed by President Cleveland. During the fifteen years and nine months previous to Captain Beecher's appointment, smuggling had been carried on with a high hand, and the seizures, fines and forfeitures of the entire period amounted to about \$36,500. Knowing of the illicit traffic, Captain Beecher immediately entered upon a vigorous assault, without partialty or favoritism, and during the thirteen months of his service he seized \$152,000 worth of opium, besides imposing fines to the amount of \$55,000. His policy was so vigorous and touched so many people and corporations engaged in the traffic that their influence was brought to bear upon the Senate, and the name of Captain Beecher as Collector was not confirmed. Charges of defalcation and embezzlement were made against him, all of which were without foundation, and in January, 1887, he was appointed by President Cleveland as Special Agent of the Treasury Department for the District of Oregon, Washington Territory and Alaska, with headquarters at Port Townsend, which position he held until April 10, 1889, when the administration changed.

Captain Beecher then repurchased the old mail route through the islands, and formed the Island Transportation Company, with the steamers *J. B. Libby*, *Point Arena* and *General Miles*. He leased the Commercial wharf, and engaged in a general shipping commercial business, continuing to September, 1891, when by losses by fire on wharf and steamer, he was forced to abandon steamboating, and accepted the position as pilot of the revenue cutter "*Wolcott*."

Captain Beecher was married in Seattle, in 1881, to Miss Hattie Foster, a native of Indiana. They have three children: Henry Ward, Mary E. and Beatrice B. The family reside in Port Townsend, where they have a beautiful home, overlooking the bay. Mrs. Beecher

graduated at the San Francisco Art School, and has devoted her time to the upbuilding of artistic sentiment among the people of this city. As evidence of her success as a teacher, we can say that of the State exhibit, numbering 150 pictures, at the World's Fair at Chicago, thirty-eight pictures were selected from Port Townsend, and of these thirty-six were the product of Mrs. Beecher and her pupils.



STEPHEN P. WILLIS, one of the pioneers of the Northwest, was born on a farm near Hennepin, Putnam county, Illinois, September 3, 1831, a son of James W. and Ann (Stewart) Willis, natives respectively of South Carolina and Kentucky. About 1819 they settled in Illinois, where the father purchased and improved a farm of Government land. During the Black Hawk war of 1832 the barn belonging to Mr. Willis was converted into a stockade, and afforded protection to the families of settlers, while the men were out fighting the Indians. From 1835 to 1839 Mr. Willis was engaged in the mercantile business in Canton, Fulton county. In the latter year he removed to Linn county, Iowa, and resumed the occupation of farming in Linn county, and his death occurred there in 1843, leaving a widow and six children. Mr. Willis was a Whig in political matters, with strong abolition proclivities, his family having left South Carolina at an early day to escape from the influence of slavery. He was also a strong temperance man, was instrumental in organizing the first temperance society in Illinois, was a man of strong, resolute character, and fearless in action or speech when he was satisfied as to the right.

Stephen P. Willis, the fifth in a family of six children, was reared to habits of industry on the farm. He was married in 1855, to Miss Caroline White, a native of Ohio and of English ancestry. They remained with his mother until 1857, and in that year they all came to the Pacific coast, via the Panama route. After arriving in San Francisco, they spent a few weeks in Sonoma county, but distrusting the land titles, they located in Polk county, Oregon. Two years later they went to the Umpqua valley, where Mr. Willis followed farming until 1865, and they then located 152 acres of land on the White river, in the Sound country. The land

was then covered with timber, but he began its improvement by building and clearing, and thus developed a fine farm of ninety acres, the remainder being still in timber. The town of Kent is also located near his land. Mr. Willis followed general farming, with a small dairy of from ten to twenty-five cows, and lived on his farm until 1890, when he sold the entire tract, with the exception of about thirty acres. In 1890 he came to Seattle, and was among the first to settle and build in the town of Latona, where he owns several fine building sites, besides other property at Edgewater. He was also active in the development of Kent, and for eighteen years was a Director of the schools of that locality.

Mr. and Mrs. Willis have two children: Charles L. and Sarah A., residents of Kent. The latter is the wife of William R. Ross. Our subject was reared an Abolitionist, but in later life has adopted the principles of the Prohibition party, believing that to be the party for political reform.



JOHAN THORNTON, a well-known and respected pioneer of Port Townsend, was born in Tippecanoe county, Indiana, in March, 1825. His parents, Levi and Katherine (Black) Thornton, were natives of Pennsylvania and Kentucky respectively, who removed to Indiana in the early settlement of that State, where the father of the subject of this sketch followed farming. In 1836 the parents removed to Iowa, where they passed the remainder of their lives in the enjoyment of the universal respect and esteem of their fellow-men.

John Thornton, the subject of this sketch, attended the schools of Iowa and remained on the old homestead, caring for his parents until both had departed this life. In 1850, when the emigration to the West gained such momentum, Mr. Thornton sold his interests in Iowa, and in company with eight other men, among whom was Henry Van Asselt, now of Seattle, they purchased two prairie wagons and eight yoke of oxen, with which they left Iowa on April 8, 1850, for the long, wearisome journey across the plains. On September 20 following they arrived safely in Oregon City, none the worse, with the exception of fatigue, for their protracted journey. They spent the winter in Ore-

gon City, and in March, 1851, he and his associates started for the mines of northern California, near Mount Shasta. They here spent several months in mining, realizing about \$1,000 each, when, instead of expending their money in prospecting, as was the usual custom, they decided to leave the mines and go to Puget Sound, locate claims and engage in farming. Accordingly they traveled on horseback to St. Helen, Oregon, where they were ferried across the Columbia river. Here an unfortunate accident befell Mr. Van Asselt, in the discharge of his gun, by which he was wounded in the arm and was obliged to return to St. Helen for surgical treatment, Mr. Thornton accompanying him and remaining with him for about thirty days.

They then set forth again and met their friends on the Nesqually river, where they secured a contract for the loading of two vessels with piling, which they cut and hauled from the woods by hand. In November they proceeded to the Sound country, and reached Steilacoom at the time of the gold excitement on Queen Charlotte's islands. Mr. Thornton joined a small company of men and embarked on an old sloop for Gold Harbor, but through adverse circumstances they were wrecked off the coast of the island and captured by the Indians, in whose custody they remained for fifty-four days, until both money and patience were exhausted. They were then rescued by Captain La Fayette Balch, and returned to Steilacoom without reaching the gold fields.

The subject of this sketch then engaged in cutting and hauling piles, until in June, 1852, he came down the Sound and located a donation claim of 320 acres near New Dungeness, Clallam county, Washington, on which he built a log cabin, plowed a small piece of land and planted potatoes. In the summer of 1853 he went to Port Gamble, where he assisted in building the mill, and continued at work until April, 1854, when he returned to his claim. In the fall of 1855 he volunteered in the Indian war, and served three months in the company of Captain Eby, on Snohomish prairie. He then returned to his claim and actively engaged in farming and stock-raising, where he continued to reside until 1884, when he rented his claim and retired from the hardships of farm life. He then settled in Port Townsend, where he built a pleasant home at No. 30 Winslow avenue, and is now enjoying his declining years

while surrounded by every necessary comfort. He also owns other valuable improved and unimproved property in the city.

Mr. Thornton was married at New Dungeness, in 1868, to Mrs. Sarah Henderson, a California pioneer of 1852, who had four children by a former marriage, and they now have three more, making seven in all.

While residing on his farm, Mr. Thornton was elected Treasurer of Clallam county, in which capacity he served for six years, with his usual efficiency and uprightness. In 1860 he was elected to the Legislature from Clallam county, and served one term. He has taken an active part in the advancement of the country, and is justly numbered among the representative citizens of the Key City of Washington.



JOHAN C. KLEBER, one of the rising attorneys of Olympia, was born in the city of Milwaukee, Wisconsin, August 1, 1861. His father, Christopher Kleber, was a native of Germany, and of French and German extraction, and a grandson of General Jean Baptiste Kleber, one of Napoleon's Generals, and who fought the battle of Mount Tabor. He was reared in the United States from his sixth year, and learned the cooper's trade in Milwaukee, and in that city was afterward married to Miss Elizabeth Bersch, a native of Germany, who came to Wisconsin when ten years old with her parents. Mr. Kleber became thoroughly Americanized, and at the breaking out of the Civil war tendered his services in defense of his adopted country. He enlisted in 1861, as did also his three brothers and three of his wife's brothers, seven boys having enlisted in the two families, and all performed valiant service in defense of the Union. After the war Mr. Kleber returned to Milwaukee, and in 1867 removed to Winneconne, Wisconsin, where he bought a farm, improved the same, and where he now resides with his wife.

John C. Kleber, the only child of his parents, was educated in the common schools of Winneconne and at Lawrence University, Appleton, Wisconsin, and at the Oshkosh (Wisconsin) State Normal School. He began teaching at the age of sixteen years, and continued four years, interspersing his teaching with his years of study. In 1883 he began reading law, was admitted to

the bar of the Supreme Court of Wisconsin in due time, and then entered upon a professional career in Milwaukee, where he continued to practice law for eighteen months. At the end of that time he was engaged as traveling correspondent to the Oshkosh Times, journeying through Minnesota, Iowa, Illinois, Wisconsin and Michigan. In February, 1887, he moved to Washington, first locating at Tacoma, where he practiced law for two years. Being advised to try life in the country for his health, he engaged to teach as principal of schools at Orting for one season, commencing in September, 1889, and while there also performed the duties of City Attorney. In June, 1890, he came to Olympia to reside, but continued business interests in Pierce county until October, the same year, when he opened his office in Olympia and resumed the practice of his profession, which he has since followed very successfully, and especially as a criminal lawyer. He also is an extensive owner of real estate, city and country.

Mr. Kleber was married at Winneconne, September 10, 1885, to Miss Matie A. Owen, and they have one child, Frances Elizabeth.

Socially he is a member of the F. & A. M., and politically is a Democrat.



REV. DAVID E. BLAINE, the first minister of the Methodist Episcopal Church, to locate in Seattle, was born in Varick, Seneca county, New York, on March 5, 1824, a son of John and Martha (Edwards) Blaine. His early life was passed on a farm and in pursuing his preparatory studies at the Waterloo Academy.

He entered Hamilton College, at Clinton, New York, in 1845, and graduated in 1849. He had united with the Methodist Episcopal Church in 1842, was licensed as a local preacher in 1848, attended the Auburn Theological Seminary three years, and graduated in 1852. He was then employed as a tutor in Hamilton College one year. On August 11, 1853, he was married, and during the same month was admitted into the East Genesee Conference, ordained a local Deacon by Bishop Edmund S. Janes, and at once sent to Puget Sound to labor under the direction of the Oregon Mission Conference. On October 5, he left New York for his field of labor, by steamer to San Francisco,

via Panama, and thence by sailing vessel to Puget Sound. On arriving at Olympia, the residence of the Superintendent of the Puget Sound District, he was assigned to Seattle. Returning with the vessel on which he went to Olympia he landed at Alki Point, November 20, 1853. Here in the evening of the same day he preached his first sermon in Washington Territory, to a congregation of about twenty persons—nearly all the population of the place. The next day he crossed Elliott bay, about five miles, to Seattle, in a canoe manned by Indians. During the following year he built for himself a house on the four lots of the block on Cherry street, between Second and Third, the present site of the New York building, and began the erection of a church on the adjoining lots, the present site of the Boston block. He paid \$10 a lot for his own home site. The two lots obtained for the church site were donated by Carson D. Boreu. The church building was erected thereon and dedicated by Rev. William Roberts, from Portland, Oregon, in May, 1855.

Mr. Blaine remained in Seattle two and a half years, when, his work being interrupted by Indian hostilities in the Sound country, it was decided that he should remove to Portland, Oregon, and supply a vacancy in the Taylor street church in that city. At the ensuing session of the conference, in 1856, he was appointed to Oregon City, where he labored two years; then served in Corvallis a year; next, was Principal of the Santiam Academy, at Lebanon, one year; then was in charge of the Albany and Lebanon circuit one year; his next work was that of Presiding Elder on the Upper Willamette District one year.

At the next annual conference, in 1862, he obtained leave of absence for a year to go East in accordance with a long cherished plan; but by the earnest invitation of the trustees of the Portland Academy he remained to take charge of that institution, to fill a vacancy during the fall and winter term of school. In April, 1863, with his wife and two boys, he left Portland by steamer to San Francisco, and thence, after a brief delay, by steamer, via the isthmus of Nicaragua to New York in May. Being unable to return to the Pacific coast as intended, Mr. Blaine spent ten years as a farmer and local minister, and then was re-admitted to the East Genesee conference. He filled appointments in Barclay and Mainsburg in Northern Pennsylvania; at Reading Center, Hopewell and Allen's

Hill, in central New York. He was then granted a supernumerary relation by the Genesee Conference, at his own request. In 1883 he returned with his wife to Seattle, on Puget Sound, and is now a supernumerary preacher and member of the Puget Sound Conference.

Having retired from active ministerial work, he is pleasantly passing the evening of his days with his children and grandchildren settled near him, in the city of his early labors and memories, and which meanwhile has increased from a pioneer hamlet to contain a population of nearly 60,000 inhabitants.



ALMON QUIMBY CHURCH was born on May 8, 1836, in Genesee county, New York, on the Allegheny river in what was then known as the lumber region. His parents are Joseph and Mary Maria (Beede) Church, both being natives of the State of Vermont, and their ancestry of Scotch extraction. His father was a physician and came to the coast in 1846, crossing the plains in an ox-wagon, and located in Clackamas county, Oregon, where they remained about one year and then took up a donation claim about twelve miles east of Oregon City, and there the father lived until 1867, when he removed to Pacific county, Washington. He lived there until 1884, when he removed to Clarke county, where he lived until 1890; he then went back to Pacific county, Washington, and at the present time resides there. He lost his wife in 1885.

Almon Quimby Church was the fourth child, in the order of age, in a family of eleven children, five sons and six daughters. He remained with his parents until September, 1855, when he joined the Oregon volunteers to fight the Yakima and Walla Walla Indians, serving during the winter campaign. In the spring he was discharged, but he re-enlisted in June, in a regiment commanded by Colonel Layton, which went by way of the Dalles up the John Day river and across the Blue mountains. They had engagements on John Day and Burnt rivers. On this trip Mr. Church lived at one time for twenty-five days on horse and mule meat, and he served his entire time without pay.

His term of military service ended, he returned to his father's place on the Clackamas, and in company with his older brother went

into the timber business, on the Clackamas river. But in March, 1863, he enlisted in the United States army for three years. He was at Vancouver for eleven months, and was then ordered to southeastern Oregon, where the men hunted Modocs and Piutes until April 16, 1865, when our subject was severely wounded, and lay in a hospital for eleven months. At the expiration of his term of enlistment he was mustered out, at Fort Vancouver.

He afterwards located in Pacific county and followed oystering, fishing and ranching for a livelihood until 1883, when he removed to Clarke county and bought eighty acres of land, four and one-half miles from La Center, where he now resides. Of this he now has about fifty acres cleared off and planted in grain and hay. He also has a large orchard, composed of apples, plums, prunes, and peach trees.

Mr. Church was married in Pacific county, Washington, on March 20, 1869, to Miss Ruth Ann Adams, daughter of John and Martha Shaver. Her mother died when she was only six weeks old and she was adopted by Mr. William Adams of Hillsboro, Oregon, who was one of Oregon's early settlers. Mr. and Mrs. Church have had ten children, of whom two, Cora and Ellsworth, by name, are deceased. Those living are: Almon, Stewart, Annie, Laura, Arthur, Walter, Archie, William Winford and Lincoln.

Mr. Church is a staunch Republican, and is a School Director of his district, No. 32, Clarke county, and is serving his third term.



OREGON COLUMBUS HASTINGS, of Victoria, was born in Hancock county, Illinois, April 26, 1846, the eldest son of Loren B. and Lucinda (Bingham) Hastings, eminent pioneers of the Northwest, and associate founders of the city of Port Townsend. Crossing the plains in 1847, the earliest recollection of Oregon C. is of the pioneer life of Oregon, with its weird and varied experiences. He was subject to many changes until in the spring of 1852, when by sailing vessel the family came to Port Townsend, then almost a wilderness, the only white settlers being Messrs. Plummer and Batchelder. With the passage of years and increase of population, schools were established, and there young Hastings secured

his education. He lived with his parents on the donation claim, and with mature years engaged in agricultural pursuits, also in mercantile work in his father's store. In 1874, in partnership with his brother Frank, the firm of Hastings Bros. was established and succeeded their father in the store, which they continued about two years. Mr. Hastings then sold his interest and returned to farm life on the old homestead. In early life our subject became interested in the chemistry of light, and through that study drifted into photography, engaging actively in the business in Port Townsend. He afterward conducted a successful business in Victoria, British Columbia, until 1890, when he retired from active labor, except in looking after his private interests.

Mr. Hastings was married in Port Townsend in 1867, to Miss Matilda Birch, who died in 1881, leaving two children, Oregon A. and Minnie. He was again married, in Victoria, in 1885, to Mrs. Sylvestria Theodora Smith, of English ancestry. They have one child, Juanita. In political matters Mr. Hastings is a Republican, and while in Port Townsend served for several years as Deputy Treasurer of Jefferson county, also as Inspector of Customs under M. S. Drew. Since residing in Victoria he has taken no active part in politics.



LEWIS P. BERRY was born at Leavenworth, Crawford county, Indiana, on the 23d day of November, 1842. His parents were Thomas F. and Martha J. (Timberlake) Berry, the former a native of Guernsey county, Ohio, the latter a native of Kenton county, Kentucky. The first ten years of Mr. Berry's life were spent in Marion and Shelby counties, Indiana. His family started from Shelbyville in 1853 and went to Louisville, Kentucky, on the railroad; down the Ohio river and up the Missouri and Mississippi to St. Joseph, Missouri; and then outfitted and started across the plains, crossing the Missouri river at a point near the Iowa line. They continued their journey westward, arriving at Tumwater, Washington, in October, 1853, about six months after crossing the Missouri. They spent the winter there and cared for their stock. His father took up a ranch a short distance from Tumwater. In the spring of 1860 they re-

moved to Miami prairie, in Thurston county, and remained there till the spring of 1864, when the family removed to Walla Walla, where his father died in 1866. His mother died in 1890 at Milton, Oregon, about ten miles from Walla Walla.

Mr. Berry received a common-school education in Thurston county. His early life was spent at hard work on the farm. When nineteen years old, during the spring of 1861, he taught school at Seabeck in Kitsap county, and later on he taught four or five years in Walla Walla county. He afterward engaged in sheep-raising, which occupation he followed for several years, and removed to Colfax, Whitman county, in 1878, where he was agent of Wells, Fargo & Co., and also Postmaster for four years. In 1886 he was elected and served one term of two years as Sheriff of Whitman county. He removed to Tacoma in the spring of 1890, and now holds the position of Deputy Collector of Customs at Tacoma.

Mrs. Berry was formerly Sarah Elizabeth Baldwin, a native of Olympia and daughter of A. J. Baldwin, one of the early settlers who came to Olympia in 1850. Mr. and Mrs. Berry have one child, named Mabel.

Mr. Berry is a member of Walla Walla Lodge, No. 7, F. & A. M.; Colfax Chapter, No. 8, R. A. M., and also of Colfax Lodge, No. 52, A. O. U. W. He has always been an active Republican.

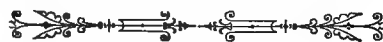


JOHAN S. MAGGS, one of the early pioneers of the Puget Sound district, was born at Jersey Shore, Lycoming county, Pennsylvania, October 2, 1832. His father, George Maggs, was a native of England, but was brought by his parents to America in his childhood, in 1804. He was reared in Pennsylvania, lived the life of an agriculturist, and was there married to Mary Snyder.

John S. Maggs, the subject of this sketch, received his education in the common schools, two and a half miles from his home, and was obliged to walk the entire distance morning and evening. He remained with his parents until 1853, and in that year started for California, via New York and the Panama route, arriving in San Francisco in May, 1853. For the following four years Mr. Maggs followed mining in

Calaveras county, with limited profits, was engaged in ranching one year in the Sacramento valley, and in 1858, during the Fraser river gold excitement, started for that locality. After arriving at Victoria he found the prospects had been overestimated, and he accepted the position of lighthouse-keeper for one year. In 1859 Mr. Maggs went to Neah bay, as clerk at the trading post of H. A. Webster, subsequently became manager of the store, but in 1872 returned to his old home at Jersey Shore to engage in the study of dentistry. He was there married, and in December, 1873, brought his bride to Seattle, where he was engaged in the practice of dentistry until 1880. In that year he became keeper of the lighthouse at Point No Point, which had just been established, but four years after resigned his position and returned to Seattle. He located on his farm of twenty-seven acres on Lake Union, which he had purchased in 1865. After building his residence Mr. Maggs began clearing his land of brush and timber preparatory to other improvements. He presented ten acres of his purchase to the Seattle & Walla Walla Railroad Company, as his contribution to the subsidy, and in 1887 platted ten acres for building purposes, known as the Lake Union addition. He was one of the organizers, and is still president, of the Seattle Dry Dock & Ship Building Company, who elevate their vessels by a marine railroad. He still owns valuable property on Lake Union, and also twenty acres of choice bottom land at Point No Point.

Mr. Maggs was married at Jersey Shore, Pennsylvania, in October, 1873, to Miss Caroline Marshall, a native of that place. They have three children,—George, Molly and John Marshall. While at Neah bay Mr. Maggs represented the Republican party of Clallam county at the Territorial Legislature, but since that time has sought no public office, although he is a staunch believer in Republican principles.



BENNETT W. JOHNS, dealer in wagons, buggies, farm and mill machinery, etc., Olympia, is a highly respected business man of this city, having been identified with its interests for a number of years. He was born in Smith county, Tennessee, in 1838. His parents, Bennett L. and Elizabeth (Suttle)

Johns, were natives of the same State, his father being engaged in farming there until 1844. At that time the Johns family moved to Graves county, Kentucky, where they passed one year, and in 1845 removed to Scott county, Missouri.

In 1853 Mr. Johns started for Washington Territory, his outfit comprising two wagons, eight yoke of oxen, two yoke of cows, and other necessary equipments. His family included his wife, nine unmarried children and one married daughter and her husband, Alex. Barnes, who also had an ox team. They suffered little from Indian depredations, but were delayed by sickness and the subsequent death of Mrs. Johns and Mrs. Barnes, whose lonely graves were made by the wayside. The rest of the family landed in Walla Walla in October, and, it being too late to cross the Cascades with wagons, they stored their effects, purchased horses by barter, and set out for Puget Sound, driving a few of their cattle. They were caught in the snow on the summit of the mountains, and as all their supplies gave out they were obliged to kill one of their faithful oxen that had drawn them across the plains. Thus, being provided with food, they reached the foot of the mountains, where they were met by a rescuing party with food and assistance, and they finally reached their destination, Seattle, November 4, 1853. Here they passed the winter. In the spring of 1854 Mr. Johns located a donation claim nine miles from Seattle, and at once began the work of improving, renting other land for immediate support. In 1855 he sowed a few acres of wheat on his own claim. When it was harvested he, with others, chartered a little scow, and by sailing and rowing carried their wheat to Tumwater to be ground, at that time the only mill in the Territory being located there. With the breaking out of the Indian war in the fall of 1855, Mr. Johns removed his family to Seattle, while he engaged in military service, which he followed nine months. After peace was declared, he continued in agricultural pursuits on his farm.

Bennett W. Johns remained with his father until he was nineteen years old, with the exception of about one year, when he was in the Indian war, he having served in the companies of Captain C. C. Hewitt and Captain A. A. Denny. In 1858 he went to Utsaladdy and worked in a sawmill for a few months. Then he went to the Fraser river and Cariboo mines,

where he was engaged in mining until 1864. That year he returned to Victoria, joined a small company, built boats, and with proper supplies and equipments started for the headwaters of Peace river on a prospecting tour, which resulted in fur trading, in which business he was engaged until the spring of 1868. He then returned to Seattle and later to Tumwater. At the latter place he engaged with his brother-in-law, W. H. Mitchell, now of Portland, in the sawmill business, which he continued for about twelve years, and after that turned his attention to the live-stock business. In 1884 he came to Olympia, took charge of the agency of the Mitchell & Lewis Company, of Portland, dealers in wagons, buggies, farming implements and mill machinery, and in this business he has continued up to the present time. He still owns his farm near Olympia and has other valuable property here.

Mr. Johns was married in Olympia, in 1872, to Miss Mary Jane Vertrees, a native of Illinois, and they have one child, Ruth.

Socially, he is a member of the I. O. O. F. and the A. O. U. W. While in Tumwater he was a member of the School Board for a number of years and served two terms as City Councilman.



JAMES M. LIVELY, President of the Port Townsend Steel Wire & Nail Company, was born in Jackson county, Ohio, October 29, 1852. His father, Lorenzo D. Lively, was a native of Virginia, but located in Jackson county, about 1827, where he followed farming. His farm of 280 acres is located in the Hanging Rock iron region, and coal has been discovered there, which has been successfully developed and is being worked with great profit. Mr. Lively was married, in Jackson county, to Miss Eleanor Russell, a native of that county. The Lively family are of German extraction, and the first of that name in America emigrated to Virginia about 1720. They were there connected with the first furnace in the manufacture of pig iron, and the descendants have since followed the line of agriculturists.

James M. Lively received his education in the public schools, and at the age of seventeen years began school-teaching, but at the same time also continued the higher branches of study by

personal effort and private instructions, spending his winters in teaching and his summers on the farm. After his marriage he located at Wellston, Jackson county, as Superintendent of Schools. Three years later he became connected with the Milton Furnace & Coal Company, of Wellston, as purchasing agent, also in charge of the coal and iron mines, and continued that occupation until the fall of 1884. Mr. Lively was then elected Sheriff of Jackson county, by the Republican party, and was re-elected in 1886, running 800 votes ahead of his ticket. In the early spring of 1887, with others, he organized the Jackson Steel Company, and was a member of the board of managers until the works were sold, in the fall of 1889. In August, 1888, he was interested in the purchase of the Standard and Journal, the two county papers, also organized the Standard-Journal Company, of which he served as acting editor one year, or until the paper was sold. In July, 1889, Mr. Lively removed to Toledo, Ohio, bought an interest in and became superintendent of the Toledo Nail Company, which was sold in the spring of 1890. He then served as manager of the New Philadelphia Wire & Nail Company until resigning his position in 1892. He then organized the Port Townsend Steel Wire & Nail Company. Mr. Lively passed the summer of 1892 at Erie, Pennsylvania, associated with George Alexander in superintending the building of the machinery for the Port Townsend factory, which was constructed by the Erie City Iron Works. In the fall of the latter year he moved his family to this city, where they now reside.

In Jackson county, Ohio, December 24, 1873, our subject was united in marriage with Miss Louisa B. Backus, a native of that county, and her parents were among the early pioneers of the State. Mr. and Mrs. Lively have had four children, one now living, Karl V. He is a practical machinist, and is actively engaged in the factory of the Port Townsend Steel Wire & Nail Company, of which he is a stockholder.



THE PORT TOWNSEND STEEL WIRE AND NAIL COMPANY.—Of all the manufacturing interests located at the Key City of Puget Sound, none were commenced under more favorable auspices or con-

tinued with brighter promise for the future than the enterprise represented by the above title. The investigations which led to the establishing of the business were conducted by James M. Lively, a practical iron manufacturer of Ohio, who, by letter, was offered inducements by the citizens of Port Townsend, and pursuant to that letter he visited the Sound district in December, 1891. After duly investigating the resources of the country, the facilities for transportation, and the nail consumption of the coast, he agreed that if the citizens of Port Townsend would deed a proper site for the factory and subscribe \$50,000 to a capital stock of \$100,000, to be fully paid, he would organize a company and erect a suitable plant for the manufacture of steel wire and nails. He then returned to Ohio. In February, 1892, Mr. Lively was notified that the land had been secured and the stock subscribed. Meanwhile he had associated with himself Mr. Pugh, A. R. McLaughlin and George Alexander, all practical men. Together they arranged plans for the factory and location of the necessary machinery.

Messrs. McLaughlin & Pugh came to Port Townsend March 28, 1892, and engaged at once in erecting the factory and warehouse, 100 x 312 feet, on Jefferson street, between Lincoln and Colfax streets, with a wharf 850 feet long, running to deep water on Port Townsend bay. Meanwhile Messrs. Lively and Alexander had proceeded to Erie, Pennsylvania, and arranged with the Erie City Iron Works to construct the required machinery, under their superintendence and direction. The contract amounted to about \$60,000, and the entire plant weighed 200 tons. After completing and loading the machinery on fourteen cars, Messrs. Lively and Alexander came to Port Townsend, arriving in October, 1892, and, with building completed, the machinery was put in place as fast as it arrived, the entire management being in accordance with their preconceived plans. The engines and machinery were set in motion December 25, 1892, and the nail machinery was fully set February 10, 1893, but operation was delayed until about March 15, same year, for want of material. The plant embraces fifty nail machines, conveniently adjusted to economize labor, and with a capacity of 400 kegs, of varying size, every ten hours. Steel rods for wire and nails are purchased at Cleveland, Ohio, and also imported direct from Belgium. They also

manufacture copper and steel wires of merchantable sizes. They have facilities for galvanizing pipe, sheet iron and nails, also a brass foundry of 4,000 pounds capacity, and an iron foundry with all modern improvements and a capacity of fifteen tons daily. The machine shop is supplied with the latest improved lathes, planers, drills and forging hammers, and the keg factory embraces modern saws and planers for the rapid completion of work. They have experienced machinists in every department; the corps including assistants, numbers eighty hands. The managers, consisting of James M. Lively, President; A. R. McLaughlin, Secretary and Treasurer; George Alexander, Superintendent, give personal supervision to all matters of detail, and, being efficient, energetic men, can not but carry the enterprise to a glorious conclusion.



REV. JOHN RODDICK THOMPSON, D. D., is one of the best known clergymen and philanthropists of Washington. His ancestors were active among the stirring events on the Scottish border five hundred years ago. The family traditions give one of them the honor of being dubbed a Knight, by King Robert Bruce, for distinguished skill and courage on the bloody field of Bannockburn. That prince of pulpit orators, Rev. Edward Irving, the friend of Thomas Carlyle, had a place on the family tree. The father and both grandfathers of our subject were Scottish Presbyterian Ruling Elders.

The subject of this sketch, was born in England, while his parents were on their way to Prince Edward Island, half a century ago. Wrecked upon the shores of his new home, he grew to manhood, and was inured to the trials and hardships incident to early settlement in a rigorous climate. At the age of twelve years duty called him to constant manual labor on the farm and in the grain and woolen mills, owned by his father, who gave ten children to the world's population. He early manifested a love for reading, and at twenty-one years of age was almost as well acquainted with current literature, British history and Scottish theology, as the majority of college graduates. The knowledge that it was possible for him to obtain a university education was reached too late in life, to

secure the full preparation for an undergraduate, but industry was pressed into the source of deficiency, and he graduated at Queen's University, in Ontario, Canada, in 1865, with honor, being the only graduate of his class who that year secured two first prizes. His classmates nominated him to deliver the valedictory oration, and the University Alma-mater Society, elected him the senior of its six Vice-Presidents. In that society were many distinguished Canadians, including the late Right Honorable Sir John A. McDonald.

Dr. Thompson took his full three years' theological curriculum in the same University, completing his studies and taking his degree of Master of Arts in 1858. In June, of that year, he was licensed to preach, although he had been doing the work of an evangelist in connection with his college studies for five years before this time. He took his first charge in Halifax, Nova Scotia, where he was ordained as a minister in connection with the Scottish established kirk in the autumn of the same year. His desire to become a missionary on the frontier, or in a foreign field, where preachers of the Gospel were more needed than in his old home, was gratified in 1870 by a call to the pastorate of the little Presbyterian Church of Olympia, Washington Territory. The journey at that time was not the palace-car arrangement of today, but after traveling about a month on railroads, steamboats, stages, and on foot, he arrived in that city July 8, 1870. He found awaiting his occupation a plain little house of worship, owned by a small company of earnest Christian people. This pastorate lasted without interruption for over thirteen years, and during that time a number of men, holding prominent positions, (some of them men of national reputation) were attendants upon the Presbyterian services. Dr. Thompson won for himself the reputation of being one of the ripest scholars, ablest preachers and most energetic missionaries in the Territory of Washington. The biennial meetings of the Legislature, and the sessions of the Supreme Court, in the capital city, brought him into contact with many leading citizens of the Territory, nearly all of whom became his warm personal friends, even when they did not assent to his ideas upon temperance, religion and other subjects.

Besides caring for the church of Olympia, Dr. Thompson pushed into various parts of the Territory, often traveling hundreds of miles by

canoe and saddle, in his missionary tours. He rode on horse-back through the Cascade mountains four times; and over much of eastern Washington and northern Idaho before the advent of the railroads. Many of these trips were in times of danger from savages on the war path. On one occasion his life was saved only by the prompt intervention of an old and friendly Indian chief. An iron constitution, which never seemed to know fatigue, made a horse-back ride of forty or fifty miles, on rough roads and trails, with a sermon or lecture at the close of it, only a mild day's work. He established more than a score of Presbyterian churches in the counties of Lewis, Chehalis, Thurston, Pierce, King, Snohomish, Skamania, Whatcom, Cowlitz, Clarke, Pacific, Kittitas, Yakima, Klickitat, etc. One leading newspaper of Puget Sound published the idea that his zeal, industry and ability would soon make him a Cardinal, if he were in the Roman Catholic Church. In the Presbyterian Church, it gave him the privilege of preaching the opening sermons, and presiding at the birth of the two Columbian and Washington synods; of being several times Moderator; of being twice elected Synodical missionary; and filling the office of chairman of the important committee on Home Missions for over seventeen consecutive years. He has recently been elected pastor at large by Olympia Presbytery. He has four times represented his Presbytery in the General Assembly. In many other ways, his brethren have shown their confidence in his wisdom and ability, and their gratitude for the work he has done, as a pioneer missionary of the Gospel. The Territorial (now State) University conferred upon him the honorary degree of Doctor of Divinity in 1886. He was a Director of the San Francisco Theological Seminary, when the division of the synod of the Columbia disqualified him for further service in that capacity.

Dr. Thompson was one of the founders of the Academy of Sciences, of Washington Territory, of which he was Senior Vice-President, and for a time acting President. He served a number of sessions as Chaplain of the Territorial Legislature, and exerted a strong "third house" influence in favor of legislation to promote temperance morality. He also assisted with tongue, pen, and personal influence in securing the abolition by the Territorial Legislature, of that relic of barbarism, the contract system, of caring for the insane. In the early

days of Territorial history, the school law was little better than no law at all. Dr. Thompson entered the educational field, and for six consecutive years was School Superintendent of Thurston county. He was also appointed by Governor W. A. Newell a member of the Territorial Board of Education, and was one of the committee who drafted the excellent school law, which, in spite of many attempted amendments still forms the foundation of the Washington School for Defective Youth, and was appointed by Governor (now United States Senator) Watson C. Squire a member of the first Board of Trustees. He was subsequently re-appointed by Governor Ferry to this same office. His neighbors give him credit for having been the means of securing the permanent location of this institution in Clarke county, and otherwise doing influential work, toward the erection of the magnificent buildings, which now stand upon the north bank of the Columbia, a monument of public philanthropy, and of the wisdom which directed it into this particular channel. Nearly one hundred deaf, mute, blind and feeble-minded children were pupils of this institution last year (1892).

An early convert to the principle of woman's right to an equal share in the government under which she lives, and always a Prohibitionist in principle Dr. Thompson was, contrary to his own protest, nominated by the Republican advocates of these principles, and in due time elected to represent the counties of Clarke, Cowlitz and Lewis, in the upper chamber of the last Legislature of the old Territorial regime, which met in December, 1887, and adjourned in February, 1888. Of this body he became President, after an exciting contest and "dead lock," by the unanimous choice of both the old political parties. As President of the Legislative Council, he was noted for the moderation and firmness with which he opposed extremes in legislation. The woman's suffrage and local option laws, previously enacted, were declared unconstitutional by the Territorial Supreme Court. Under Dr. Thompson's leadership these laws were re-enacted, with some changes in the direction of greater security, notwithstanding the opposition of imported judges who were determined that such laws could not and should not be constitutional, no matter how carefully framed. The discussions upon these and other questions, in which the President of the upper house took a prominent

part, made that last Legislature of the old Washington Territorial regime, the most noted of all the pioneer assemblies of the people's representatives.

Dr. Thompson has persistently declined during the last six years, to become a candidate for any political office alleging that he was too busy preaching the gospel, etc., to become a candidate for any political office, except that of Chaplain of the State Constitutional Convention, to which he was elected. But during the summer of 1892, he received the unanimous indorsement of the Republicans of the three counties of Skamania, Clarke and Cowlitz for Lieutenant Governor. The nomination of a Governor from Seattle, sent the Lieutenant Governorship over the mountains, by the force of geographical politics. Dr. Thompson would not, under the circumstances, permit his friends to present his name to the convention. It has not been the privilege of many men to compress into less than half a century, so much, and such a variety of work, as has been done by the subject of this sketch. He is still in the prime of life and may have much more and greater work yet to perform. A detailed history of his experience during the old pioneer days would furnish very interesting reading for the boys and girls of the Evergreen State, fifty years hence; and such a history he has planned and partly prepared.



ELIHU L. WOOD whose enterprise has been very material in developing the live-stock industry in the Northwest, was born at Jacksonville, Illinois, in August, 1840. His parents, Milo and Elizabeth A. (Telford) Wood, were natives of North Carolina and Tennessee, respectively, and of English and Scotch ancestry. Milo Wood was reared upon the farm, and about 1824 moved to Vandalia, Illinois, when the Indians and buffaloes were running wild upon the plains. St. Louis was the nearest trading post: consequently the settlers relied chiefly upon wild game for subsistence. Mr. Wood, although a saddler by trade, engaged in farming, and in a short time removed to Jacksonville, and there conducted his saddlery business and acquired large landed interests, remaining till 1845, then removed to Petersburg, and there passed the remainder of his life.

Elihu L., next to the youngest of the ten children in the above family, was educated in the public schools of Petersburg and at Asbury University at Greencastle, Indiana. Being a delicate lad, the confinement of study was too severe, and in 1856 he joined his brother, Whitfield T., and with a herd of cattle started for California; but because of Indian troubles they stopped in Nebraska, and there sold their stock and passed about two years. During the Pike's Peak mining excitement they spent two years in the mining district, but without knowledge or experience their efforts proved a failure, and in 1860 they went to Omaha and secured a prairie outfit, and in 1861 completed their journey to California, duly arriving at Stockton. They then followed wheat farming and the rearing of live-stock in Sonoma county until 1866, when the subject of this sketch started for British Columbia to the Big Bend on the Columbia river, to investigate the mining interests, which proving a failure, he boarded the little steamer "49" and came to Colville, bought ponies there and proceeded to Walla Walla, where he engaged in the live-stock business, and was among the pioneer drovers to take herds of cattle and sheep to the mining camps of Montana and Nevada, supplying Government posts and private parties.

In 1876 Mr. Wood met Mr. Edward Bluett at Elko, Nevada, a drover of extended experience with Texas cattle, became connected in business, and, with him, they began an extensive business in the purchase of cattle and horses in the region from Utah to the Pacific ocean and throughout the Northwest, buying annually from 2,500 to 12,000 head, which they sold in Eastern markets. The cattle business became somewhat depressed in 1880, and in 1881 Mr. William Evans entered the firm, which became Bluett, Wood & Evans, and they were pioneers in promoting the industry of purchasing mutton sheep in Oregon and Washington, driving to Nebraska, there fattening and thence shipping to Chicago for market. In 1881 they handled 20,000 head, and, finding the occupation so profitable, they increased their annual purchases until 1886, in which year they handled 110,000 head, which was the acme of the enterprise, as thereafter the trade changed, and in 1888 they closed the business, but continued their partnership interests.

Messrs. Bluett and Wood then came to Seattle, where they have engaged extensively in

real estate, their first purchase being the Denny & Hoyt addition of 217 acres, now known as Fremont, which was built up and developed through their enterprise in subsidizing street railroads and milling interests. They have also other property interests about the city of Seattle; and the Bluett Gold Mining Company in Kittitass county, with a forty-stamp mill in operation, is evidence of their public spirit and enterprise in developing the mineral interests of the Northwest.



PAUL PAULSON, one of the pioneer furniture manufacturers of Seattle, was born in Norway, in April, 1843. In 1856 he emigrated with his parents to the United States, settling at LaCrosse, Wisconsin, where the father homesteaded a farm, and spent the remainder of his life in agricultural pursuits. Our subject improved the educational advantages of the country until 1863, when he started in life for self-support, and, going to New York, secured passage by the Panama route for California.

After arriving in San Francisco Mr. Paulson passed one year at ranching near Vallejo, next followed lumbering in Lake county three years, and then, with two associates, built a flour mill at Lower Lake, Lake county, which was successfully operated for two years. He then sold his interest in the mill, returned on a visit to his parents, but, soon becoming dissatisfied with the country, again came to California. In 1870 he came to Seattle, Washington, but business being dull there he found little to occupy his time during the first year, and then received employment as commissary for surveying parties of the Northern Pacific Railroad.

Two years later Mr. Paulson returned to Seattle, spent one year in teaming about the city, and in the fall of 1874 purchased an interest with George W. Hall in the manufacture of furniture and house furnishing materials. With the growth of the city the business of the factory increased, and, to meet the necessity of increasing facilities, in 1882 they incorporated as the Hall & Paulson Furniture Company, with a capital stock of \$100,000. They then improved their factory, and built a small mill at the head of the bay, where all lumber could be sawed from the logs, previous to that time it having

produced at extravagant prices. The business rapidly increased to the employment of seventy hands. At that time the failure of Henry Villard brought on a period of depression, and dull times followed until confidence was again restored. Prosperity again attended the factory until the great fire of June, 1889, when everything was burned, suffering a loss of about \$55,000. The factory was located on Commercial street, between King and Charles streets, and after the fire the property, being tide land, was re-piled and planked, and then leased for manufacturing and other purposes. The company held the title to the property, and have since purchased many of the buildings erected thereon. After the fire Mr. Paulson did not re-enter business, as his health was seriously shattered by his previous life of labor and hardships. His time has since been employed in looking after the property which he had acquired. He built his present home at 1012 Main street in 1884, when the forests bordered his property on the east, and at that time there was no residence between his property and Lake Washington.

Mr. Paulson was married in Seattle, in 1876, to Miss Sarah E. Hutchinson, a native of Illinois. They have three children,—Gilbert H., Ida M. and Harry D.,—all actively engaged in acquiring an education, as stepping-stones to positions of trust and influence.



EDWARD B. BARTHROP, the successful and popular druggist of Port Townsend, was born in this city, July 15, 1868, a son of George and Eliza (Batting) Barthrop, natives of London, England. The father emigrated to the United States in 1847, landing at New York city, and while there enlisted for the Mexican war. In 1856, by the Panama route, he came to California, immediately proceeded to the mines, and in 1856 started for the Fraser river country, but after a short experience there returned and located in Port Townsend. Mr. Barthrop was married in San Francisco, in 1859, to Miss Eliza Batting. After returning to this city he engaged in mercantile pursuits, which he continued until his death, in June, 1884, at the age of sixty-three years. He left a widow and seven children, all of whom still survive. Mr. Barthrop was an

enterprising developer of real estate, having erected the Maples and other business houses, and also several tenement houses. He was a man of good judgement and strict integrity, and through his successful investments accumulated a competency.

Edward B. Barthrop, the fourth in the order of birth of his parents' seven children, was educated in the schools of Port Townsend and at the University of California. In 1884 he entered the drug store of R. K. Latimer, of this city, where he spent five years in the study of pharmacy. In 1889 he began a course of study in the California College of Pharmacy, at San Francisco, passed the examinations, and entered into the employ of Ruffin & Turpin, of Port Townsend, who had succeeded Mr. Latimer. After six months there Mr. Barthrop purchased a half interest in the store, and the firm became Ruffin & Barthrop. One year later he succeeded to the entire business, which he has since continued alone. Mr. Barthrop also owns 200 acres of land in the Chincum valley, which embraces Lake Surprise, a lake well stocked with trout and a pleasant resort for camping parties. About forty acres of the tract is under a fine state of cultivation, and he is developing a large orchard of mixed fruits. Mr. Barthrop also owns property in the city of Port Townsend. In his social relations he affiliates with the Independent Order of Foresters, but he finds his greatest amusement with the rod and gun, in the handling of which he is quite an expert.

JAMES BOYD, deceased, was a native of the South and was born on June 12, 1830. He was the son of Hugh and Mary (Dudley) Boyd. His parents located in Indiana about fourteen miles from Indianapolis, where he remained until twenty years of age, when he left home and went to Iowa, locating at Sigourney. From there he went to Missouri and worked for two years, when he came across the plains to Oregon, locating in Polk county. The next four years he spent in Monmouth, Dallas, Brownsville, and in King's Valley, and in 1868 removed to Washington. After renting a number of places, he finally moved to the homestead where Mrs. Boyd now resides. This place was then rough and a dense undergrowth cov-

ered all the land except six acres. There are now 120 acres cleared in the place, of which fifteen are devoted to hops.

Mr. Boyd was married in Dallas, Polk county, Oregon, on December 25, 1864, to Miss Joanna Hughes, a native of Warren county, Missouri, a daughter of A. S. and Sarah (Wyatt) Hughes. Her parents came across the plains in 1864 and fell in with the same party to which Mr. Boyd was joined, and continued the journey together, settling in the same county in Oregon, where they lived also for four years. They finally removed to Washington, near Slaughter.

Mr. and Mrs. Boyd have had five children, viz.: Alexander Hugh; Elizabeth Pinckney, wife of Clement V. Vochridge; James S., David R. and Harry O.

Mr. Boyd died on March 7, 1893, leaving an unsullied reputation behind him. He was charitable in a quiet way, and was prone to hide his good deeds rather than have them talked about by even his most intimate friends.

MHARWOOD YOUNG, one of the active and enterprising developers of Seattle, was born at Groton, Massachusetts, September 21, 1846, a son of Lemuel D. and Elizabeth (Marston) Young, natives of Plymouth, New Hampshire, where their ancestors settled in the early part of the eighteenth century. Shortly after the birth of our subject his parents returned to New Hampshire, settling in Manchester, where his father was engaged in the mercantile business.

Mr. Young, of this notice, attended the schools of Manchester, and prepared for college at the New Hampshire Conference Seminary, at Tilton. At the call for additional troops, in 1863, he became imbued with patriotism, and enlisted in the Eighth New Hampshire Infantry. Duly arriving at the front, the regiment was mounted, and accompanied General N. P. Banks on his famous Red river campaign. Subsequently Mr. Young became Regimental Clerk, under Lieutenant-Colonel Flanders, and while actively engaged in a fight near Natchez, Mississippi, received a saber wound, the scar of which he still carries.

After the close of the struggle he returned to his home, and shortly afterward accepted a clerkship in a wholesale dry-goods store in Bos-

ton. In 1868 Mr. Young started westward. At St. Louis, Missouri, he and a friend purchased twelve horses, one barouche, three prairie schooners and four light wagons, and at Leavenworth, Kansas, they secured the services of three men to help them cross the plains to California. They went by the Smoky Hill route, and were attacked by Indians on the plains, who stole all their horses excepting one small pony. The party pushed ahead from station to station to Denver, Colorado, and thence, by stage and rail, they duly arrived in San Francisco.

After a two-weeks' sojourn Mr. Young returned to Boston, secured a position in the auditor's department of the Burlington & Missouri Railroad, with headquarters at Burlington, Iowa, but in 1872 returned to Massachusetts, to accept the position of cashier of the Boston Manufacturing Company, located at Waltham, and proprietors of the first cotton mill built in the State. He continued as their cashier and confidential man for a period of eighteen years, and during that time was also one of the active business men of Waltham. He was one of the organizers of the Waltham Co-operative Bank, of which he was the first Secretary and Treasurer, continuing in that position two years, when the volume of business demanded more time than he could spare, and he then served as director. Mr. Young also assisted in organizing the electric light system, of which he became a director, and after its consolidation with the Waltham Gas Light Company, still continued in that position. After the incorporation of the city of Waltham, in 1884, Mr. Young was elected a member of the first Board of Aldermen, which position he held two years, and then declined a renomination. He then served three years as chairman of the Sinking Fund Commission.

In July, 1889, Mr. Young visited Seattle and the Sound district, returned to Waltham to sever his connection with the corporation, and assisted in organizing the New England Northwestern Investment Company, with the eastern office in Boston, and the western office in Seattle. In January, 1890, Mr. Young came to Seattle, as general manager. The purpose of the company is to buy and improve business and residential property, and to make investments on first mortgages. Eastlake and Beacon Hill additions are among their developments, besides many individual lots in and about the city. Mr. Young

is also Vice-President, Trustee and a stockholder in the James Street Construction Company, builders of the Union Trunk Line system of street railroads, and a Trustee of the Metropolitan Land Company.

Mr. Young is thoroughly imbued with that spirit of enterprise so significant in the development of Seattle, and has already attained a position of trust and confidence among her most representative citizens.



MATTHIAS SPURGEON was born in Cedar county, Iowa, on the 22d of April, 1838. His parents were Elias and Jane (Likens) Spurgeon; the former was a native of Ohio, but of Irish extraction; the latter was also born in the Buckeye State. The father was a farmer and went to Iowa in 1830, and settled in Cedar county close to Muscatine, where Matthias was reared to the age of fourteen, when, his parents having both died, he removed to Oregon with his uncle, making the journey by the old emigrant route, via Fort Laramie, following the north side of the Platte to the Dalles, and down the Columbia river, the families going down the river in canoes with the Indians and the men of the party driving the cattle on the trail. They went to Vancouver, Washington, where Mr. Spurgeon lived first with William Hendrickson at the mouth of the Willamette and the next spring went to work for his neighbor, William Dillon, and remained with him until he was twenty-two years old, when he took a four months' trip through the mining country of Idaho. He then returned and went to work for Mr. Dillon, but the next spring went east of the mountains and freighted from the Dalles to Wallula and from there to Lewistown, Idaho, for the remainder of the season. He went back that fall and remained most of the winter with Dillon and the next spring rented the Petrand land claim and has been there ever since. In 1865 he bought a portion of this property and in 1874 the remainder of the tract, which in all includes 280 acres. He has mostly pasture and meadow.

Mr. Spurgeon was married here on October 21, 1877, to Miss Olive Dillon, a daughter of Jeremiah and Roxy (Brooks) Dillon. She was born in Oregon, near Portland. They have four children, viz.: Ella Ann, Mary Jane, John and Matthias,



Magazine of Western History

Thomas Burke

Mr. Spurgeon is a Republican politically, but takes no active part in politics. He is a member of the Fruit Valley Grange, No. 80, and was Treasurer for three years.

He is the oldest settler, except Mr. Seward, in this part of the country, and has, of course, seen many changes since coming. When he came, he worked for the only white man in that section, which is now thickly settled.



JUDGE THOMAS BURKE, of Seattle, though in no sense a pioneer, has probably done as much as any other man to advance the city's growth, to establish her enterprises on a sound basis, and to develop her educational interests. It is therefore appropriate that honorable mention be made of him in this volume, and it is with pleasure that we present the following sketch of his life.

Judge Thomas Burke was born in Clinton county, New York, in 1849. His father was an honest farmer of moderate means, and the Judge was in no sense reared in the lap of luxury. Up to his eleventh year his father provided him with a home and allowed him the privileges of the public schools; after that date young Thomas cared for and educated himself, providing the means with which to pursue his studies by hard work on the farm and in later years by teaching school. Thus he alternated labor and study until he graduated at the seminary at Ypsilanti, Michigan, in 1870. He then entered Ann Arbor University, and by teaching school a part of each year was enabled to remain in that institution two years. While there he commenced the study of law. In 1872 he entered the office of Frank Holmes, of Marshall, Michigan, and continued his legal studies until 1874, when he was admitted to the bar. He was then appointed City Attorney of Marshall, and filled the office for one year.

In the spring of 1875 Mr. Burke came to Seattle, then a straggling little village of 1,200 people, and here he at once engaged in the practice of law with Judge J. J. McGilvra, United States District Attorney for the Territory under President Lincoln. This partnership was continued eighteen months, when Mr. Burke was elected Probate Judge of King county, on the Democratic ticket, though the county was about 700 Republican majority. During his

term of office he was appointed by Governor Elisha P. Ferry as a member of the Territorial Board of Education, and in that capacity he succeeded in breaking the combination of Eastern publishers of school books, and secured the exchange of new books for the old free of charge. He also served as Chairman of the Board of Education of the city, and while acting as such he set on foot a project to erect new school buildings upon the modern system of construction and ventilation in place of the inadequate buildings then in use. As Probate Judge his rulings were approved by both the profession and the people, and in 1878 he was re-elected to that office. Politically, he became the acknowledged leader of the Democratic party, and in 1880-'82 he was the nominee of that party as delegate to Congress, but, although he received a large complimentary vote, he was unable to overcome the large Republican majority. Since 1882 he has not been a candidate for any office before the people, although continuing to have a warm interest in political matters. While taking an active part in public affairs, Judge Burke has in no sense neglected his profession, to which he has been most enthusiastically devoted. While conducting a general practice, his attention of late years has been chiefly given to corporate law, which he now makes a specialty.

In 1887 he was one of the organizers and promoters of the Seattle, Lake Shore & Eastern Railroad. He served as Director and Attorney of the same until 135 miles of road were completed and equipped and sold to the Northern Pacific Railroad Company by the Eastern stockholders, who controlled a majority of the stock. He also assisted in the organization of the Seattle & Montana Railroad, and worked for the selection of Seattle as the Pacific terminus of the Great Northern system, he being retained as consul of the Washington department.

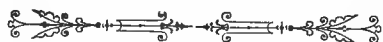
In 1887-'88 two chief justices of the Territory had died in quick succession, and the docket had become crowded almost to hopelessness. In their emergency the members of the bar turned to Judge Burke for assistance, and, without his solicitation or knowledge, their unanimous petition to President Cleveland secured Judge Burke's appointment as Chief Justice, which he accepted with the express understanding that when the bulk of work should be completed he might resign. A few months brought order out of chaos, the over-burdened docket was re-

lieved, many of the most important cases were disposed of, and the Judge resigned in April, 1889. As the Seattle bar had united in urging his appointment, so all united in regretting his retirement.

During Judge Burke's residence in Seattle he has been a steady investor in city real estate, much of which he has improved for residence and business purposes. While erecting many buildings, his crowning effort was in January, 1891, when he completed the Burke building, corner of Second and Marion streets, at an expense of \$260,000. This is one of the finest business buildings in the city, in both exterior and interior appointments. He is also associated with ex-Mayor John Leary and Captain William R. Ballard in 600 acres of land on the north shore of Salmon Bay. In 1887 this tract of land was a dense wilderness, but now (1892) it has a manufacturing city of 2,500 population. In order to develop the tract an electric-car line was built to Seattle, at an expense of \$350,000. The land was cleared and manufactories were subsidized by the presentation of land for building purposes.

Judge Burke was married in Seattle, in 1880, to Miss Carrie E., daughter of the Hon. John J. McGilvra.

Throughout his entire career, the Judge has been actively enlisted in every movement having for its object the upbuilding and advancement of the interests of Seattle. During the long struggle of Seattle for existence he was one of its most hopeful and courageous citizens. He was one of the leaders in its protest against the aggressions of the Northern Pacific, and he has ever been in complete accord with the most advanced thought of its people. In every respect he has been a Seattle man, and his name must be enrolled among the names of those who have made the city great.



WILLIAM TIMBS GARDINER was born at Stony Stratford, Buckinghamshire, England, May 2, 1847. He is a son of John and Sarah (Marston) Gardiner. John Gardiner was a draper, or, as we understand it in this country, a commercial traveler, his son followed the same calling for twelve years in England, four years and a half of which time he traveled on a bicycle. Previous to the

latter's experience as a commercial traveler, he served an apprenticeship to the printer's trade, entering a printer's office when he was thirteen years old. After learning that trade he worked at it four years in England.

Mr. Gardiner dates his arrival on American soil in July, 1883. He came up the St Lawrence river, stopped at several points, and finally came on across the country to Sacramento, where he visited his brother for a short time, and from whence he came north to Puget Sound, reaching Seattle in September. A short time afterward he located his present claim. Since coming to Seattle in the fall and winter of 1883-'4 he worked at his trade, being employed on the different Seattle papers. For two years he assisted in the survey of the Seattle, Lake Shore & Eastern Railroad.

Mr. Gardiner was married in August, 1879, to Miss Louisa Downing, a native of England. They have had eight children, two of whom, twins, are deceased. Those living are: Margaret, Alexander, Sarah Jessie, Mabel, Harold Downing and William Kenneth.

Mr. Gardiner's bicycle riding has already been referred to. He has traveled more than 24,000 miles on his wheel, on one occasion making a trip to Paris on it. He is not a politician and has never been an office-seeker, but he takes an active interest in local affairs, and is now serving as School Director.



WILLIAM H. WYCKOFF was born in New Jersey on September 23, 1843, his parents being William M. and Elizabeth (Taylor) Wyckoff, both of whom are natives of New Jersey, their ancestors having been among the earliest settlers there. When William H. was nine years old the family removed to Ohio, where he was brought up and educated until eighteen years old, when he enlisted in the United States army, with Company I, Ninety-eighth Ohio, at Marietta. His first engagement was at Hoover's Gap. He was through the whole campaign and was with Sherman in his memorable march to the sea and his triumphal entry into Washington. He was mustered out on June 10, 1865, at Columbus, Ohio. In September, 1866, he located in Iowa and bought a farm there, where he remained six years and then removed to Kansas, locating near

Newton. He lived there six years. In 1888 he came to Washington, and located in the Green valley, where he has remained ever since. Here he is engaged in farming, and has ten acres of his farm planted in hops.

Mr. Wyckoff was married on March 5, 1872, in Worth county, Missouri, to Miss Margaret Matthews, of Pennsylvania. They have four children, viz.: William M., Archibald H., Agnes O., and Mary H. His eldest son, William M., belongs to Camp U. S. Grant, No. 6, Sons of Veterans.

Mr. Wyckoff's father now resides in Puyallup. His mother died in 1885, aged seventy-three years.



H G. CHAMBERLIN, of Chamberlin Flat, Klickitat county, Washington, was born in the city of Chicago, Illinois, March 12, 1862, a son of Griffin and Jennie A. (Cady) Chamberlin, natives of the State of Massachusetts. The family emigrated to the Pacific coast in 1864, making the trip around Cape Horn. After remaining in California only a short time, they proceeded to Washington and located in Klickitat county. There Griffin Chamberlin operated a sawmill in early days. Later he and his brother went into the timber, cut lumber and constructed a sail-boat to navigate the Columbia river. They freighted lumber up the river, making large profits. When steamers were put on the upper river their business was crippled, so they withdrew from the contest and devoted their time to getting out lumber for the market. In 1872 Mr. Chamberlin took up a homestead on the flat which afterward took the family name, but continued his interest in the great-milling industry of this section. He ran the old Whitney mill eight miles from Goldendale, the oldest mill in the county, for a number of years.

H. G. Chamberlin was reared in Klickitat county and received his education in the common schools of the neighborhood. Since arriving at manhood he has been largely engaged in the raising of live-stock, and although he does not deal so extensively in cattle as heretofore, he still turns much of his hay into beef; he has done much toward improving the breed of horses in this section, and has some fine specimens upon his ranch.

Politically, he affiliates with the Democratic party; he is a member of Pleasant Valley Farmers' Alliance and is actively interested in this organization. He has represented the people of district No. 3, as Road Supervisor, and is now serving a third term; in this capacity he has given entire satisfaction to the public. A man of sterling worth and good business ability he is recognized as one of the most substantial citizens of Klickitat county.



PHILIP H. LEWIS, deceased, late a resident at 918 Fourth street, Seattle, Washington, was a pioneer of 1850. He was born at Warner's Corners, Illinois, in February, 1826. His parents, Paul and Annie (Stewart) Lewis, were natives of South Carolina and Tennessee respectively. Paul Lewis moved to Illinois about 1818, and was there married and continued an agricultural life.

Philip H. was reared upon his father's farm and received a limited education in the old-fashioned log school-house of that period. At the age of sixteen years he struck out in life for himself, was engaged in farming and milling until 1850, and then joined the great tide of emigration on its way across the plains to California. After a journey of six months, he landed at "Hangtown"—now Placerville—and engaged in mining in Hangtown gulch. One year of hard work with limited success was enough experience at that place for him, and he left the mines, went to San Francisco and embarked for Portland. At the latter place he joined a company of seventy men, purchased the brig, *Eagle*, and with necessary supplies started for the mines on Queen Charlotte's island. Duly arriving, they were disappointed at the prospects and returned, via Puget Sound, Olympia and the trail, to Portland, where he found employment in a sawmill. A few months later his desire for mining returned, and he again visited the mines of California, and for some years mined and prospected through California, southern Oregon, Idaho, British Columbia and the Sound country. In 1859, through the guidance of an Indian, he discovered the New Castle, Sauk and Cedar river coal mines, and then pre-empted and homesteaded 320 acres, which covered his discovery. He then built a log cabin and made some little improvements and opened

a road or trail to his mines. The first coal was brought out on his back and taken to Seattle. In 1864 he became associated with others in building a wagon road to the mines, and commenced developing; but the difficulty of transportation was so great that, after determining the richness of the mine, operations ceased for a number of years, and in 1874 Mr. Lewis sold his interest. He then came to Seattle and invested in city property, and continued in the real-estate business. He owned considerable city property, both improved and unimproved, 3,000 acres of land near Baker City, Oregon, besides valuable timber and farming lands in counties bordering on Puget Sound.

He died January 26, 1893, unmarried, and a member of no societies, was independent in politics, principle rather than party governing his vote. He was an absolutely honest man.



JMEACHAM, a prominent business man of Olympia, and one whose career has been an eventful one, was born in Christian county, Kentucky, March 10, 1818. His parents, Jerry and Mary (West) Meacham, were natives of that same State and passed their lives in agricultural pursuits.

Losing his mother when an infant, the subject of our sketch was taken by his grandfather Meacham, with whom he remained until he was ten years old. His father having married in the meantime, he then returned home. Not getting on well with his stepmother, however, he remained only two years, when, young as he was, he started out in the world to take care of himself. Going to Hopkinsville, he bound himself to Thompson & Coleman, furniture manufacturers, to remain until he was twenty-one and learn the trade. Being naturally bright and active, three years of service taught him the general principles of the business, and he ran away to Nashville, Tennessee, where he hired to Tom Benton, who was engaged in the same business, and remained four years, completing his trade. He then returned to Hopkinsville and to his old employers, who were glad to see him enter their service, and he continued with them until December, 1849. At that time he went to Brenham, Washington county, Texas, where he ran a saloon two years, after which he

opened a furniture store and successfully conducted the same until 1854. Then he sold out and started for California. He made the journey across the plains, via Salt Lake, the Cherokee trail and Carson valley, and landed at "Hangtown," where he began mining, and continued in different localities near there, with fair success, until the Fraser river excitement, when he started with hundreds of others for that district. From San Francisco he journeyed by schooner to Victoria, then by the Harrison river to the upper Fraser and Cariboo mines, and continued mining for two years, but with limited success, always with the anticipation of suddenly "striking it rich."

In 1860 Mr. Meacham returned to Victoria and came down the Sound to Olympia, where he followed varied occupations until 1875. That year he began clerking in the furniture store of J. C. Horr, and remained with him three years. In 1878 he made a trip to Alaska, spending one year in prospecting along the Stikine river and its tributaries, finding a rough country, cold weather and glaciers, but little gold. In 1879 we again find him entering Mr. Horr's furniture store at Olympia, and in 1882 he bought a one-half interest in the establishment, forming the partnership of J. Meacham & Company, and assuming the entire management of the business, carrying a general line of office and household furniture. They are located on Columbia street, between Third and Fourth, where they own a lot, 60 x 240 feet, their store building covering 30 x 90 feet.

Mr. Meacham is unmarried and is a member of no societies. He is a genial, pleasant gentleman, and as he expresses it is a "Democrat from his boots up."



AE. HAUSER, Manager of the Pacific Manufacturing Company, of Seattle, a man of superior executive ability and high moral character, respected alike for his enterprise and worth as a citizen, was born in Winstead, North Carolina, June 27, 1848. He comes of one of the oldest and best known families of the Old North State, his ancestors having settled in Winstead prior to 1750. His parents, Ezra and Mary (McCollum) Hauser, were natives of the same commonwealth, of

German and Scotch descent, the former being a farmer and trader, who passed his life with his worthy wife in his native town of Winstead.

Mr. Hauser, of this notice, gained his education principally in the practical walks of life and by self culture in persistent reading and studying at home, when not engaged in the performance of farm duties. He remained at home until he was twenty years of age, when, induced by the liberal opportunities afforded in the West to all men of energy and intelligence, Mr. Hauser went, in 1868, to Fontanelle, Iowa, in which vicinity he engaged in farming. He was married in that State in the following year, and subsequently removed to Carthage, Missouri, where he learned the trade of carpenter and builder. In 1871, he returned to Fontanelle, where he was engaged in house carpentering for five years. At the end of that time, in 1876, he once more turned his face in the direction of the setting sun, coming direct to Seattle, Washington, where he continued his former occupation of carpentry until 1884. He then began work for the Western Mill Company, on Lake Union, and after six months' faithful service, was promoted to the position of superintendent of the yard and sales department, in which responsible capacity he continued to act until April 1, 1888. At that time he assumed charge of the retail yard of Welbon & Company, at the foot of Vine street. On September 20 following, Mr. Hauser organized the Pacific Manufacturing Company, of which he was immediately elected General Manager. This company then purchased the stock of Welbon & Company and proceeded to erect a small mill on the same property, for the purpose of manufacturing house finishing materials. They commenced with fifteen employes, but so rapidly did the business increase that they soon had fifty men employed in the several departments. Outgrowing the capacity of their building, they purchased 200 feet frontage on the west side of Lake Union, on which, in October, 1892, they began erecting their new factories and driving piles for their new wharf facilities. These are now perfected in the most improved and convenient manner, their factories being provided with the latest and best machinery for planing, turning, moulding and the finishing of sash, doors, stairs, store-fittings and all interiors. This prosperity may appear phenomenal, but it is not by any means a matter of chance. Without the steady persistence and intelligent man-

agement of a master mind and strong hand, these results could never have taken place, and Mr. Hauser is above all entitled to high praise for his energy and perseverance. Besides his regular business, Mr. Hauser owns considerable valuable real-estate about Seattle, but devotes his best energies to the upbuilding of his important industry.

In January, 1869, Mr. Hauser was married, at Quincy, Iowa, and is the father of six children: Samuel M.; Bessie, now Mrs. W. C. Prash; Minnie, Frank, Walter and Blanche.

Fraternally, Mr. Hauser affiliates with the I. O. O. F. and A. O. U. W. As a man and citizen, he is upright and progressive, ever ready to aid any worthy object tending to the advancement of his community, the resources of which no one has done more to develop.



LEWIS SMITH, a veteran of the war of the Rebellion, is a highly respected citizen of Pierce county, Washington, and is worthy of being so recorded in this volume. He was born in Hancock county, Ohio, near Fort Findlay, December 19, 1835, a son of Nimrod and Mary (Singer) Smith, natives of Pennsylvania; the father was a small boy when his parents removed to Stark county, Ohio, where he grew to manhood. The youth of Lewis Smith was not marked by any unusual circumstance until his twelfth year, when he was thrown upon his own resources and started out to make his own way among strangers.

At the time the Civil war arose between the North and the South he was in the employ of the Illinois Central Railroad Company. Upon receiving the news that his brother had enlisted in the service of his country, his own patriotism arose to the occasion, and going to Fort Findlay he was soon enlisted a member of Company K, Twenty-first Ohio Volunteer Infantry. Proceeding to Gallipolis he remained there during three months, and then enlisted in the Sixty-fifth Ohio, at Mansfield, under Captain Powell. Going down the Ohio river he stopped at Louisville for equipment, and went thence to Mill Springs, arriving just after the battle at that point. He was afterward in the engagement at Fort Donelson, going thence to Shiloh, a member of Crittenden's corps, which is credited with having saved Grant's army. He

next participated in the engagements at Corinth, Murfreesborough and Stone River, remaining six months at the latter place to fortify the position; then came the battle at Chickamauga then that of Chattanooga, where the young patriot lost a thumb and received injuries that necessitated his removal to hospital No. 19. During the remainder of his service he was on duty in the hospital, becoming ward-master. He was honorably discharged in March, 1865, but continued his service five months afterward.

When hostilities had ceased and the war ended, Mr. Smith repaired to St. Joseph county, Indiana, where he resided for a term of three years. He then removed to Ohio, but at the end of one year went to Illinois. Here the summer was spent, and Nebraska was the scene of his operations for the four years following, where he withstood two sieges of grasshoppers, and then surrendered, sacrificing property valued at \$2,000 for \$400. In 1875 he came to the coast, and since that time has been a resident of Washington. He has a claim of 160 acres in Snohomish county, seven miles from the county seat, on which he has resided three years, making many valuable improvements. One week before the great fire he went to Seattle and remained there two years; thence he removed to Orting, and was connected with the Soldiers' Home there for seven months. In the spring of 1891 he went to Puyallup, and afterward to Stuck valley. During the past year he has been associated with Cyrus Cotton, also a veteran of the Civil war; they have seventeen acres of land, sixteen acres of which are planted to onions, the product finding a ready market in Portland, Seattle, Tacoma and other cities on the Sound.

Mr. Smith was at one time a member of the G. A. R., Post No. 10, at Snohomish, but is now associated with the Post at Sumner. He is a man of sterling qualities, deserving of the high esteem in which he is held.



AWEINBERG is a native of Germany, and was born in Prussia, at Tohrn, March 9, 1857. His parents were Julius and Caroline (Cohn) Weinberg, the former being a prominent brewer of that country. At the age of thirteen the subject of this sketch left school and began to learn the distilling and

rectifying business in his native place. In 1875 he came to the United States, locating first at San Francisco, where he went with Lang & Co., liquor dealers, with whom he remained five months, and then went with S. Lochmann & Co., and was with them three years and nine months, at the expiration of which time he opened a business of his own, which he conducted till 1882, when he came to Tacoma and engaged in the wholesale liquor business. This he maintained till 1888, when he traveled for two years abroad; he then returned to Tacoma and became a stockholder and secretary and treasurer of the Milwaukee Brewing Company, in which business he is now engaged.

Mr. Weinberg was married in Indiana, to Miss Mattie Loeb. He is a member of the B'nai B'rith, Oakland, California.



HENRY BECKETT is a native of England, and was born in Tiberton, near Gloucester, on the 15th day of August, 1833. His parents were John and Ann (Knight) Beckett. When eighteen years of age he sailed from Liverpool on the ship Ashburton, and in due time landed at New York. He remained six years with the firm of Humbert & Kinney, of Brooklyn, learning the trade of furniture workman. In the fall of 1857, during the time of the great financial panic, he went to Cleveland, Ohio, where he worked for one year with D. A. Shepherd & Co. in the furniture business, which he followed until the Fraser river "gold fever" broke out, and its violent and irresistible contagion took possession of him. He resigned his position there and took passage on one of the lake steamers for Buffalo, thence to New York, and there took the steamship Herman for the golden shores of the Pacific, via Cape Horn. On reaching his destination he worked for Joseph Pierce in the furniture business, and after visiting Peteluma, Santa Rosa, Healdsburg, Cloverdale and other places, consuming nearly six years, he decided to try the fortunes northward, and took passage on the brig Josephine, with his wife and four children, for Victoria, British Columbia. From there, after stopping briefly at Port Angeles and Port Townsend, he reached Steilacoom in 1864, where he took up a claim about one mile from the town of Orting, on which place he now resides. He

went into the hop-raising business in 1880, and has now about twenty acres in that cultivation.

Mr. Beckett was married in New York city, August 21, 1857, to Miss Hannah Edmundson, a native of England. They have eight children living, viz.: John Henry, born in Cleveland, Ohio; George W., Charles W., Oliver L., Agnes C., Annie, and Ella and Amey, who are twins. The one dead was named Henry.

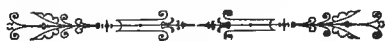
Mr. Beckett is a Republican politically, and has held office under his party locally for many years. He is an old pioneer of Washington, and has seen the section of which he is an honored resident grow from woodland to a village, a town, and lastly a prosperous and growing city.



JOHAN A. GIBSON, a highly respected citizen of Cowlitz county, Washington, has been engaged in farming at his present location since 1884.

Mr. Gibson was born in Clay county, Kentucky, in 1829, and that same year was taken by his parents to Illinois, where he remained until 1852. That year he came West and landed in Portland, Oregon, and the following spring went to the mines to try his fortune. For six years he was engaged in mining, meeting with the usual miner's luck, sometimes being successful and at other times earning little. Returning to Portland, he then spent some time in traveling, visiting various portions of the Sound district. Ten years later he settled in Cowlitz county, where he has since resided.

Mr. Gibson is a widower, his wife and their one child both being deceased.



ROBERT FROST, a prominent hardware merchant of Olympia, Washington, was born in Tunbridge Wells, England, October 15, 1825, son of Thomas and Mary (Taylor) Frost, natives of the same locality. Thomas Frost was a contractor and builder. He removed to the West End of London in 1837, and there continued his occupation.

The subject of our sketch was primarily educated in the schools of London. At the age of fourteen he began clerking in a grocery store,

and one year later was apprenticed to the trades of plasterer and brick mason. With an increasing desire to see the world, he left home in 1853 and went to sea, first shipping on a coal brig running along the English coast, later on a fruit schooner bound for the Mediterranean ports, and still later being on deep sea vessels. He visited many of the Atlantic and Pacific ports, landing at San Francisco in 1855. He then reshipped on the old brig Susan Abigail for Portland, Oregon, crossing the Columbia river bar January 1, 1856, and leaving the brig at Portland, he retired from sea life. He then resumed work at his trade, being employed at Portland, Oregon City and The Dalles until the breaking out of the mining excitement on Fraser river, when he started overland with the Dave McLoughlan party of 100 men. Their journey was fraught with great adventure, as from Walla Walla through the Indian country they had frequent skirmishes with the natives of the land. Ultimately arriving at the mines, the prospects seemed very limited and they only made average wages. Flour and food being one dollar per pound, Mr. Frost finally starved out and returned to Olympia, arriving "flat broke." At this time he began work in a printing office. He followed that business for three years, then returned to his trade, and once more secured a financial start. He continued working at his trade until 1870, when he purchased an interest in the hardware store of F. A. Hoffman. Under the firm name of Hoffman & Frost they did business three years, at the end of which time they divided the stock and dissolved partnership, Mr. Frost continuing business at the same location, 418 Main street. His stock embraces heavy and shelf hardware, agricultural implements, glass, crockery and builders' supplies.

Mr. Frost was one of the original stockholders of the first gas works and electric plant in the city, and upon its consolidation with the Olympia Light and Power Company he was elected vice-president. He is a stockholder and director of the Capital National Bank. He owns a half interest in the lower falls at Tumwater, and also has valuable improved and unimproved property in the city of Olympia. He is also interested in valuable mining claims in the Okanogan district, which are partially developed, showing rich prospects.

Mr. Frost was married in Olympia in 1862 to Miss Louisa Holmes, a native of Wisconsin.

They have four children; Nellie, Carrie, Florence and Annie. Florence is the wife of Charles D. Garfield.

For a number of years Mr. Frost has been prominently connected with the Masonic fraternity, having taken the higher degrees of the order. He served eight years as Coroner under the Territorial government, and for several terms was a member of the City Council of Olympia.



DEL CARY SMITH, an able lawyer and progressive citizen of Port Townsend, Washington, was born near Troy, New York, March 30, 1866. His parents, Tompkins and Helen (Thompson) Smith, were also natives of the Empire State, in which their ancestors settled prior to the Revolution, and took a prominent part in that struggle for independence. The father of the subject of this sketch followed agricultural pursuits until 1867, when he removed with his family to Illinois and engaged in the cattle business, driving his stock to eastern markets. In 1876, he went to Blanchard, Iowa, where he has ever since followed farming and the stock business.

Del Cary Smith was primarily educated at the schools of Blanchard and completed his studies at Amity College, College Springs, Iowa. In 1887, he began the study of law at Shenandoah, Iowa, and, in 1888, removed to Port Townsend, where he continued his legal studies in the office of Calhoun & Coleman. He was admitted to the bar in September, 1889, by Hon. Cornelius H. Hanford, United States District Judge of Washington. Mr. Smith at once engaged in practice at Port Townsend, and in 1890 formed the present co-partnership of Smith & Folger. These gentlemen, by close attention to business and upright principles, have gained the confidence and respect of the people, and number among their clientele the leading men of the city, their patronage being large and constantly increasing.

Politically, Mr. Smith is a Democrat, and in July, 1889, was elected by his party to the office of City Clerk of Port Townsend, to which he was re-elected in 1890 and '91. Shortly after the completion of his last term, he was appointed City Attorney, of which office he is the present able incumbent, discharging his duties

with that efficiency and honor which have always characterized his actions in the various walks of life.

In 1891, Mr. Smith was married at Port Townsend, to Miss Frances E. Warren, of Iowa, and they have one child, Mildred Helen. Mr. Smith built his cottage home in Mountain View Addition, in 1891, where surrounded by many comforts and some of the luxuries of life he is enjoying the fruits of upright living and persistent labor. He owns other real estate in the city which is valuable, and he might greatly add to his possessions, were he of a speculative character, but he prefers to devote his time and energies to the study and practice of his favorite profession, of which he is such a distinguished exponent.



WILLIS EUGENE EVERETTE, was born in Brooklyn, New York, on February 6, 1854. His parents were George and Agnes (Carson) Everette. His father was a native of Spain, of Moorish ancestry, and was by profession a naturalist. The father came to this country when thirteen years of age, but later returned to England, where he was educated and lived most of his life. Our subject's mother was born in England, and died when she was twenty-six years old in New York city.

Willis Eugene Everette spent his early life in New York State and Massachusetts, where he received his early education, but finished it in other parts of the world. He received a thorough technical and scientific education at various colleges, noted especially for instruction in sciences pertaining to geology and ethnology. He has devoted considerable time to scientific work and in the study of languages, manners and customs of the North America aborigines, and has written twenty-four volumes, in as many different tribal dialects, of the Indians of the continent of North America, from the Gulf of Mexico to the Arctic ocean; also including a chain of languages, manners and customs of the native aborigines on the Pacific coast of North America from San Diego, California, to the Behring straits, including the Aleutian islands. This also includes a chain of languages from the headwaters of the Yukon river in British America directly through the entire peninsula

of Alaska, via the entire Yukon river to Behring sea. His is the largest individual collection touching Indian languages, manners and customs in North America. On his return ten years ago from Alaska, he ceased his scientific research in this direction, and returned to the practice of his profession of mining-geologist and mining attorney and now has the only mining-geologist's office and mining law office on the Pacific northwest coast, combining a technical study of mineralogy and geology with that of mining law.

Dr. Everette is a member of the American Association for the Advancement of Science; the American Microscopical Society; the American Academy of Political Science; the American Society of Philadelphia; the Geographical Society of the Pacific; and the Washington State Pharmaceutical Society, and various other societies. He at present is residing at Tacoma, State of Washington.



ANTHONY W. LAUGHLIN, a resident of Olympia, and a venerable pioneer of 1852, was born in Caldwell county, Kentucky, in 1814.

His parents, John L. and Charlotte (Durley) Laughlin, were natives of North and South Carolina respectively, but were married in Kentucky. In 1818 they removed from Kentucky to Washington county, Illinois, where they continued agricultural pursuits for four years, then removed to Sangamon county, Illinois, where they passed honorable and useful lives.

Anthony W. was reared on the farm and received such educational advantages as the country then afforded. He took an active part in the Black Hawk war, after which he settled in Grant county, Wisconsin, and engaged in farming. Subsequently he followed lead mining and smelting for three years. Then he learned the blacksmith trade, in which occupation he was engaged in connection with farming until 1852. That year he crossed the plains to Washington, paying \$80 for transporting his clothes and provisions, while he actively assisted the train. He landed in Olympia \$7 in debt, and at that time flour was selling for \$40 per barrel. He soon found employment at \$2 per day and board, and so got a start. He then located a claim on the Nesqually river; but,

with the Indian outbreak in 1855, he left it and went to southern Oregon and volunteered his services in the Rogue River war. After the treaty of peace was made he took a claim in Lane county, bordering on the Willamette river, and there remained until 1861, engaged in farming and blacksmithing. When the war of the Rebellion came on, his principles were too loyal to be in sympathy with the views of his neighbors, and, being advised by his friends to leave the county or suffer death, he surrendered his claim and returned to Thurston county. Here he bought 407 acres of land bordering on South bay, built a home and cleared thirty acres, and on this property he resided until 1890, when he sold 297 acres, retaining his home and ten acres. He then purchased property in Olympia and built a cottage on the east side of Budd's inlet, where he now resides, giving his attention to his property interests.

Mr. Laughlin has been deeply interested in political matters, but has declined every proffered office. His kind heart and benevolent disposition have prompted him to many acts of charity, and by those who know him best he is most highly respected—an honorable member of society, a true friend, a worthy citizen.

Mr. Laughlin is unmarried.



HENRY A. DURR, proprietor of the Cascade Steam Laundry, Tacoma, Washington, was born near Berlin in Winnebago county, Wisconsin, on the 14th day of January, 1858. His parents were John C. and Rosina (Schlof) Durr, both from Buffalo county, New York. When Henry was eighteen years old they removed to Minnesota near Amboy, where he lived until manhood. He followed farming in early life, devoting his spare time to the trade of cooper. His farming prospects were destroyed by a hailstorm, which ruined 150 acres of small grain.

In 1881 he came to Washington by way of San Francisco, and located in old Tacoma. The first work he secured paid him only \$36 per month, and he was compelled to labor eleven and one-half hours per day. This he continued until February, 1882, when he secured work on the wharves in New Tacoma. During the year he bought a couple of lots and removed permanently to New Tacoma, where he worked

until 1886, and where, on the expulsion of the Chinamen, he started the Cascade Laundry Company, in partnership with a man named Purdy. When they began they had only one washing machine, and now the laundry is the largest one in Tacoma, and does as good work as any institution of the kind in the East. Purdy remained in the firm only about a year. Mr. Durr owns the building in which the laundry plant is located and runs five wagons, more than any other similar establishment in the city. The building is 38 x 90 feet and three stories. Mr. Durr intends to make his permanent home where he has a large orchard, four miles east of the center of Tacoma.

Mr. Durr was married to Miss Emma Stolko, of Council Bluffs, Iowa. He is a member of the Commercial Club of Tacoma and a citizen highly respected by the community.



CHARLES L. FORBES was born at Algonac, Michigan, on the St. Clair river, on September 23, 1847. His parents were Charles P. and Hannah A. (Daniels) Forbes; the former was a native of Addison county, Vermont, his family being old New Englanders of Scotch descent.

When Charles L. was two years old his parents removed to Vermont where they lived until he was seven years old, when they went to Dodge county, Wisconsin, where he received his education in the common schools, meantime following farming principally. He also learned the printer's trade in the office of the Waupun (Wisconsin) Times. In 1874 he left Wisconsin and went to Nebraska, where he remained for one year and then in 1875 went to Portland, Oregon. In 1876 he located at Pekin, Cowlitz county, and followed steamboating as engineer on the "Hydra." After three years at this occupation, he bought 160 acres of land where he now resides, situated three and one-half miles from La Center, Washington. He has forty acres cleared on which he raises hay, grain, potatoes, etc., besides having 300 apple and prune trees.

Mr. Forbes was married in Cowlitz county, on September 12, 1875, to Miss Adelaide Weir, a daughter of Captain Weir, of La Center. They have four children, viz.: Bertrand, Myrtle, William and Bertha.

He is a member of La Center Grange No. 48, and was one of the organizers in 1890, of the Patrons of Husbandry and has held office in the order ever since its organization. He is a Democrat politically, but is a slave to no one party, being decidedly independent in his tendencies.



WILLIAM F. GERBER, one of the representative men of Clarke county, Washington, has taken a leading part in developing the resources of Chelachie prairie, and is entitled to the following space in this history. He is a citizen of the United States by adoption, his native country being Switzerland. He was born at Biel or Bienne, in the canton of Berne, within eighteen miles of the city of Berne, February 5, 1851, a son of Jacob and Adele (Auranc) Gerber, his father having been a carpenter by trade. William F. was reared and educated in his own country, attending the common schools and gymnasium until sixteen years of age. In 1867 he emigrated with his parents to America, sailing from Rotterdam on the Malta, and landing in New York city on the 20th of September. They continued their journey to Michigan, and located in the heart of the forests of Kalkaska county; after six years in the wilderness they removed to Randolph county, West Virginia. In 1876 they went to Missouri and settled at Belvoir, in Vernon county, William F. and his brother, Frank, making the trip overland by team and wagon. The mother of our subject died in 1879, and two years later the father, accompanied by two brothers, emigrated to Clarke county, Washington; Jacob Gerber soon afterward returned to the East. William F. Gerber crossed the plains to the Pacific coast in 1883, making the journey by team, in company with J. D., G. E., A. G., Mrs. E. and Miss Mattie McKee. He purchased a settler's right which had been settled forty years before, probably by Captain Pope; he was told that it was a foolish thing to locate on this land, as it would produce nothing but fern, and frost all the year round. His experience has proven the fallacy of this statement, as he has harvested some of the heaviest crops ever grown in the county; from one favored spot, covering a little more than a quarter of an acre, a ton and a half of hay was cut. A. G. McKee is still Mr. Gerber's partner; they carry on a general agricult-

ural business, and have a well equipped dairy, keeping twenty-five cows for this purpose. They raise a large and luxuriant crop of rhubarb, which finds a ready market in Portland and other large towns. Both are young men of excellent business qualifications, and in their success Clarke county has taken a forward step as an agricultural center.

Mr. Gerber is Secretary of Lake View Grange, No. 97, Patrons of Husbandry; he is Trustee of school district No. 29, and has served in this office with noticeable benefit to the cause of education. Politically he holds independent views, and casts his suffrage for men rather than for promised measures.

Archie Gilbreath McKee, who is associated with William F. Gerber in agricultural pursuits, was born in Vernon county, Missouri, June 18, 1869, a son of Andrew McKee, also a native of Missouri. He grew to manhood in Vernon county, and there received a good education. In 1880 he went to Bates county, just over the river from his old home, and three years later came to Washington. He first stopped in Vancouver, and thence removed to his present home on Chelachie prairie. Energetic and industrious, he is an able second to Mr. Gerber in their farming operations. At an early age he was deprived of his father's care, by death, and soon assumed the responsibility of his own maintenance. His mother resides with him on the ranch.

S S. LOEB is president of the Milwaukee Brewing Company of Tacoma, incorporated with a capital stock of \$35,000, all paid up. The present officers of the company are S. S. Loeb, president, and A. Weinberg, secretary and treasurer. The brewery was formerly called the United States Brewery, and was organized by D. Stegman and M. Karcsekte. The latter sold out to John Frazier, who continued in the business till May, 1881, when the present firm bought out the concern, reincorporated and formed the Milwaukee Brewing Company. The plant was a small one when they first bought it, the output being only forty-two barrels per day. The capacity has been increased until it is now 125 barrels per day. Their trade extends throughout the Sound country.

Mr. Loeb, the president, was born in Ligonier, Indiana, on the 4th of September, 1862. He was the son of Simon Loeb, who was a prominent brewer. The subject of this sketch was reared in Chicago, where he went when a child. He became concerned in the cigar business with Ruhe Bros. (Allentown, Pennsylvania, and Chicago), and later traveled for the same firm, with whom he continued for four years. He then worked four years for Schloss, Ochs & Co., wholesale gentlemen's furnishers. In 1889 he came to Tacoma and engaged in the wholesale liquor business, which he continued for three years, when he closed out that business, and has since given his attention to the brewing business.

Mr. Loeb was married November 18, 1890, to Miss Blanch Moses, a native of Gallipolis, Ohio. They have one child, Sidney. He is a member of the Knights of Pythias, Fidelity, No. 117, and B'nai B'rith, Tacoma Lodge.

MILLARD LEMON, City Engineer of Olympia, was born in an ox wagon, on Charlotte fork, a tributary of the Snake river, within the borders of Idaho, September 6, 1852, while his parents were en route for Oregon, and is the second in a family of seven children.

His father, William Lemon, a native of New York, removed to Michigan in boyhood, and there married Miss Bridget Patrick, also of New York. For several years he was engaged as mail contractor, carrying mails about the States of Michigan and Illinois. He subsequently removed to Iowa, where he engaged in farming and mercantile business up to 1852, when he crossed the plains to Oregon. After many adventures they landed at The Dalles, and from there came down the river in batteaus to Portland, where they passed the winter, removing in the spring of 1853 to the Cowlitz river, and, later, to the Cowlitz prairie, where Mr. Lemon took a donation claim and engaged in farming. During the Indian war of 1855-'56, the family were confined for six months in the old fort, while Mr. Lemon was engaged in general scouting duty. After peace was declared he returned to his farm and remained there until 1859. Then he moved to Claquato in Lewis county, the principal town on the stage route

between Olympia and the Columbia river, and there engaged in farming and the stock business until 1874, when he went to Los Angeles, California, and purchased a ranch. Three years later he returned to Olympia, and has since been engaged in buying and selling land.

Millard Lemon attended the public schools of Claquato and subsequently passed four years in the Willamette University at Salem, Oregon. The years 1875-'76 were spent in southern California. In January, 1877, he entered De Pauw University, Greencastle, Indiana, where he graduated in 1880, having given particular attention to mathematical studies in view of civil engineering. In January, 1881, he left New York, via Panama, for Santiago, Chili, as Professor of Mathematics in the Santiago College, and continued as instructor there until December, 1883. At that time he was tendered the position of assistant engineer for contractors, building State railroads to the southern frontier of Chili. After one month he was placed in charge of construction of the Angol to Traiguén division, and filled that position until the road was completed in the spring of 1888. He then passed a few months in travel, visiting various copper, silver and saltpeter mines tributary to the west coast of South America; and coming northward arrived in San Francisco in October following. The next year was divided in residence at Seattle, Washington, and at Los Angeles, California, and in getting re-adjusted to American habits and ways of life. In April, 1890, he took up his residence at Olympia and entered upon the practice of his profession as civil engineer. In August, 1891, he was appointed City Engineer by the City Council, and was re-appointed in January, 1892, for one year. During his term of office he has superintended the grading of ten miles of street, at an outlay of nearly \$100,000. He also very ably outlined the best solution of the drainage problem for the city of Olympia, and during the summer of 1892 five miles of sewer were laid under his supervision.

Mr. Lemon has extensive real-estate interests in and about Olympia, and in 1890 platted and sold Lemon Addition, located on the West Side. He resides at the corner of Fourteenth and Franklin streets, where he owns valuable improved property. He is also Vice-President of the Capital City Abstract and Title Insurance Company. At present he is clearing forty acres of timber land, six miles northeast of the city,

with the intention of setting the entire tract to prunes, believing that the land of Thurston county is especially adapted to the fruit industry. He owns one of the best business corners in Montesano, acreage at Cosmopolis and South Aberdeen, besides the major interest in 2,000 acres, partly prairie, which is yet undeveloped, all in Chehalis county.

Mr. Lemon was married at Long Beach, California, November 9, 1888, to Miss Bella, daughter of Dr. A. G. Cook. They have one child, Edith Bella. Mrs. Lemon was born at Corralis, Oregon, and her childhood was spent at Vancouver, Washington.

Our subject is favorably esteemed by the members of his profession, and is recognized as a man of public spirit and enterprise.



EMERY HARRIS, one of the substantial citizens and representative men of Clarke county, was born in the State of Michigan, October 6, 1838, a son of John and Martha (Kinkade) Harris, the former a native of New York and the latter of New Jersey. Emery, the seventh in a family of twelve children, remained at his native place until 1850, when he moved to Wisconsin, and from there, in 1856, went to Osawatomie, Kansas. In 1859 Mr. Harris joined the great tide of immigration toward Pike's Peak, and from Colorado proceeded to Douglas county, Oregon. In 1862 he enlisted in the service of the United States, in the First Oregon Cavalry, and served three years as a private soldier, with a creditable and honorable record. After the close of the struggle he went to Day county, Oregon, where he worked in a sawmill, but in 1869 came to his present location, twelve miles northeast of Vancouver, where he has made all the improvements on the place, including a fine residence. He now owns 160 acres of land, a portion of which is cleared and under cultivation, and the remainder is principally virgin timber land. His attention is given to general farming, and he also has a small family orchard, of his own planting.

Mr. Harris was married at Vancouver, July 4, 1867, to Miss Jane Adams, a native of New York. They have five children: Rosa H., Asa, Edd. J., Etta M., and Emery. One child, Effie, died in April, 1877. In political matters, Mr.

Harris is in sympathy with the Prohibition cause, and has served many years as a member of the School Board in his district. Socially, he is a member of Flatwood Grange, No. 96; Patrons of Husbandry, and of Laurel Lodge, No. 13, F. & A. M., at Roseburg, Oregon.

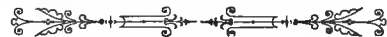


W H. SHOUDY, of Seattle, Washington, was born in Syracuse, New York, May 3, 1830, a son of Israel and Rebecca (Hemstreet) Shoudy, natives also of that State. The father learned the trade of blacksmith in Albany, and continued in the same business in Syracuse, to which he added the manufacture of wagons and carriages. In 1835 he removed to Niles, Michigan; three years later began work at his trade in Rock Island, Illinois, and in 1845 engaged in farming in Lee county.

W. H. Shoudy received his education in Rock Island, and at that time schools had not been established in Lee county. He remained at home until 1852, and in that year his father fitted him out with a wagon, team of horses and a prairie equipment. In company with Dexter Horton, Thomas Mercer, Rev. Daniel Bagley, and their families, Mr. Shoudy then began the long journey to Oregon. Three weeks were spent on the present site of Omaha, awaiting a steamer to ferry them across the Missouri river. With the exception of some sickness and the usual depredations from the Indians, the trip was made without particular incident, and they landed in Milwaukee, Oregon, on the Willamette river, six miles above Portland, after five months of laborious travel. There the party divided, but Mr. Shoudy remained in the city for a time, first working in a mill, and later conducting a small grocery store. In the spring of 1853 he went to the mines of southern Oregon, but in the following year took up a donation claim of 160 acres of land, and engaged in farming. During the Indian trouble of 1855-'56 he was engaged to do the hauling for the volunteers, and while in that service experienced many dangers and hardships. After peace was restored he returned to his farm.

In 1859 Mr. Shoudy was married, in Jackson county, to Miss Martha F., a daughter of A. Chrisman, a pioneer of 1852. In 1862 our subject sold his farm, and then started overland for the Puget Sound country. He landed in

Olympia without money, but through the kindness of friends he secured transportation to Seattle, and there began clerking for Dexter Horton in his general mercantile store, also built a little home on the present site of the Burke block. In 1871 he left the store and made his first trip to the scenes of his boyhood, in Illinois. After returning to this city, Mr. Shoudy began the painter's trade, also opened a store for the sale of paints, oils and wall paper, and conducted the leading business of the town in those lines for about seven years. He next successfully conducted a harness business until 1881, then moved to Ellensburg, Washington, for the benefit of his wife's health, returned to Seattle in 1882, built a handsome home in North Seattle, but, owing to the precarious condition of his wife's health, did not engage in business. In 1883 they sought change and rest in California, but in spite of every precaution Mrs. Shoudy passed away in January, 1885, leaving six daughters. Since that time Mr. Shoudy has been engaged in business several times, and his latest venture was the purchase of the wooden butter-dish factory on Smith avenue, which he has sold out and has purchased a farm at Crescent Harbor, Island county, Washington, where he now resides with his family. He has served two terms, in early days, as Assessor of King county, was elected by the People's party Mayor of Seattle in 1887, and served one term. Socially he affiliates with the F. & A. M.



JERRY S. ROGERS, Auditor of Jefferson county, and a well-known citizen of Port Townsend, was born in New Bedford, Lawrence county, Pennsylvania, February 23, 1853. His parents, Alexander W. and Sarah S. Rogers, were also natives of Lawrence county, where his father was a prominent attorney. The father died when in the prime of life, leaving a wife and five children, Jerry S. being only seven years of age. The founder of the family in America was Samuel Rogers, who emigrated from Ireland about 1750, settling in Lawrence county. He was a brave patriot and fought with the colonists in the Revolutionary war.

The subject of this sketch attended the schools in his native county until his seventeenth year, when he received a teacher's certificate, and by teaching was enabled to pursue his education in

the higher branches at the Poland (Ohio) Union Seminary, and at the University of Virginia. He then continued as an educator in the schools of Faribault, Minnesota, and at Richland and Riverside, Iowa, until 1880, in which year he removed to Little Rock, Arkansas, where, after a short time in teaching, he engaged in the real-estate business. He was subsequently elected Justice of the Peace, the duties of which responsible office he ably and impartially discharged for four years. In 1886 he removed to Fort Smith, Arkansas, where he entered the drug business, but sold out his interests in the spring of 1888, to come to Port Townsend. He here invested in real estate and transacted a general land commission business, securing valuable property, which he still retains. In 1890 he built a cottage in Dundee Place, where he now resides.

In 1886 Mr. Rogers was married, in Little Rock, Arkansas, to Miss Rose D. South, a native of Alabama.

In politics Mr. Rogers is a Democrat, ever zealous to advance the interests and principles of his party. In the fall of 1892 he was the nominee of his party to the office of County Auditor, to which he was duly elected, receiving a very large majority. He is closely identified with the progressive business element of the city, and is actively interested in all enterprises tending to develop the city's resources and advance the general welfare of his community.

THOMAS PRATHER, a prominent resident of Olympia, Washington, was born in Boone county, Missouri, July 2, 1832.

His parents, Thomas and Mary G. (Cowan) Prather, were natives of Kentucky, their ancestors having settled in Virginia in the early history of that country. Reared upon the farm, Mr. Prather, Sr., continued in agricultural pursuits, removing to Missouri in 1832, where he passed the rest of his life. Eight children were born to this union, of whom five survive, four still living in Missouri.

Thomas, the subject of this sketch, remained at home until his eighteenth year, improving the educational advantages offered by the three months' winter school, and during the rest of the year being engaged in farm work. With the California gold excitement in the spring of

1850, he was one of a party of four to fit out a "prairie schooner," and with four yoke of oxen and two horses they crossed the plains to California, duly arriving at Placerville in September. There, after selling their cattle, they engaged in mining in Boone's canon. Mr. Prather soon after went to Nevada county, where he passed the winter, continuing mining until the fall of 1851, when he returned to Missouri, via the Panama route. In the summer of 1852 he again crossed the plains with ox teams, accompanied by his uncle, Andrew Cowan, now living at Albany, Oregon, aged eighty years, and Judge Gilmore Hayes, who recently died at Olympia. Arriving at The Dalles, the autumn was spent in speculating in emigrant cattle, but through the severity of the cold and winter storms they lost heavily. Mr. Prather then went to Portland and worked in a sawmill until the spring of 1853, when he proceeded to Olympia, coming by the Cowlitz river and a trail leading through the brush and timber. After passing the winter on a farm with Nathan Eton, in the spring of 1854 he took part in the first land survey in the Territory and helped divide the first six townships, in one of which Olympia is located. Thereafter for five years Mr. Prather was engaged in public surveys, both east and west of the Cascade mountains. He also helped locate the military wagon road between Fort Steilacoom and Bellingham bay, a distance of about 100 miles. He then spent about three years in the mines of British Columbia and Boise City, Idaho, and two years in charge of twelve freight teams, in freighting from Umatilla Landing to Bannock and Boise City, in all having passed about twelve years in camp life. He next spent three years in farming and the nursery business in Thurston county, in partnership with L. D. Durgan, and four years at Cape Flattery as superintendent of farming and in teaching the Indians, having been appointed to the position by General T. I. McKinney, Superintendent of Indian Affairs.

After twenty-five years' residence upon the coast, in 1876 Mr. Prather took a trip East, by rail, thus gaining his first impression of steam cars, which seemed to him a marvel of mechanical skill. He visited his old home in Missouri, the Centennial Exposition at Philadelphia, Washington, District of Columbia, and other points of historic interest, meeting President Grant, James G. Blaine, Henry Ward Beecher, and other men of prominence,

Upon returning to Olympia, he was appointed Warden at the hospital for the insane at Fort Steilacoom, by Rufus Willard, M. D., and there he remained about three years. He there met Miss Agnes W. Winsor, assistant matron of the institution, to whom he was married August 26, 1879, and in the fall returned with his wife to Olympia, where he has since resided, on the corner of Fourth and Washington streets. They have had two children, (twins,) one of whom, Edith, survives.

During the Indian outbreak of 1855, Mr. Prather was among the first to volunteer in the first company raised by Judge Gilmore Hayes, and was elected Sergeant. In 1858 he was elected Sergeant-at-Arms of the Territorial House of Representatives, and was re-elected in 1860. He helped make the first preliminary survey of the Northern Pacific Railroad, between Seattle and Priest rapids on the Columbia river. He has served five years as Commissioner of Thurston county, and was renominated for that office by the Republican party in convention at Olympia, July 30, 1892, and elected. He has frequently been mentioned for other local offices, but has repeatedly declined all nomination. He is independent and outspoken, yet withal deeply interested in the development of his adopted county, and is well known and highly esteemed by a large circle of friends and residents of the State.



J C. HERR, one of the representative business men of Olympia, Washington, was born in Waitsfield, Washington county, Vermont, January 17, 1832.

His parents, Roswell and Caroline (Turner) Herr, were natives of Vermont, descended from early pioneers of the country. Roswell Herr was reared a farmer and also learned the trade of blacksmith, which occupation he followed until 1834, in his native State. Then he moved his family to Ohio and settled near Cleveland, where he continued the same industries, and closed his life in 1841, leaving a bereaved wife and eight small children, the eldest being ten years of age. By persevering industry, Mrs. Herr reared her family of little ones, five of whom are still living and occupying fields of usefulness, Hon. Roswell G. Herr, of Michigan,

six years a member of Congress; Hon. Rollin A. Herr, State Senator of Ohio; and Charles W. Herr, of Wellington, Ohio, a prominent manufacturer of cheese, and President of the National Holstein Association, being of the number.

John C. Herr was educated in the common schools, and also attended Oberlin College, Ohio, one term; but as he left home at the age of ten years, and from that time on earned his own support, his education was obtained under difficulties. In 1853 he was attracted to Australia by the mining excitement. Finding, however, that mining was rather unprofitable, he engaged as stage driver for Messrs. Cobb & Co., the prominent stage-line proprietors of that country, between Melbourne, Geelong and the mining district. After one year of driving, Mr. Herr was appointed manager, and continued in that capacity seven years. He then bought the stage line between Ballarat and Ararat, a distance of seventy miles, and carried the mail, by Government contract, until 1864, after which he was for one year engaged in mining speculations. In 1865 he returned to Wellington, Ohio, and, in partnership with his brother, Charles W., started the first cheese factory in the State west of Cleveland, and the largest factory in the State using the milk of 1,300 cows. Mr. Herr superintended the factory for three years, when, owing to the severity of the climate,—severe to him after living in Australia,—his health became much impaired and he came to the Pacific coast. First settling near Santa Cruz, California, he started a dairy of 100 cows, making butter and cheese and selling milk. In 1872 he came to Olympia, Washington, and engaged in the furniture business, which he continued till February, 1881, when he was appointed Special Agent of the Treasury by Secretary Sherman during his last days in office. Mr. Herr was then stationed at San Francisco, his district covering California, Oregon, Washington Territory and Alaska, but, with the incoming Cleveland administration, in 1885, he was retired. Returning to Olympia, he engaged in the hay and feed business on Fourth street, where he owns 90x250 feet, all piled and covered with buildings and wharf for business purposes. As a silent partner, he is still interested in the furniture business with J. Meacham & Company. He built the Herr block, corner of Fourth and Main streets, during the summer of 1884. He is prominently

connected with the business affairs of the city, and by public spirit and enterprise is second to none in the work of development.

Politically, Mr. Horr is a Republican. In 1876 he was elected by his party to the Territorial Legislature, and during the same year was elected Mayor of Olympia. He was re-elected to the latter office in 1881. In November, 1892, he was elected on the Republican ticket State Senator for the term of four years, and during the last session was Chairman of the Fishery Committee, and a member of several other important committees. Socially, he is a member of the Masonic fraternity, the A. O. U. W. and B. P. O. E.

Mr. Horr was married in Australia, in 1864, to Miss Elizabeth T. Upton. Their only child, Pearl, is deceased.



GEORGE S. ALLEN, Vice-President of the Olympia Door & Lumber Company, Olympia, Washington, was born in Columbia Falls, Washington county, Maine, March 10, 1847, son of Joseph S. and Jerusha A. (Puffer) Allen, natives of that same locality. His father was a ship carpenter, and in connection with his trade also carried on a small farm.

George S. remained with his parents until he was eighteen, at which time he went to Lower Falls, near Boston, and learned the trade of blacksmith. Returning to Columbia Falls, he worked at his trade until 1868. That year he came by rail to the Pacific coast. From San Francisco he proceeded to Coos bay, Oregon, whence he subsequently went to Salem, at the latter place remaining for about two years as superintendent of the blacksmith shop and carriage manufactory of Charles Bowie. Then he came to Washington Territory and was one of the pioneers of Tacoma, opening the first blacksmith shop in that city. After about one year he moved to Tumwater and engaged with William H. Horton, assisting him in the erection of new work for the manufacture of his wooden water conduit, and then superintending his factory for about three years.

Upon his arrival in Olympia, Mr. Allen became a member of the co-partnership of Allen & Titus, and engaged in the manufacture of wagons, also doing general blacksmithing and machine work. About three years later Mr.

Titus sold his interest to Edward Harkness, and the firm of Allen & Harkness continued the same industries for one year. They then purchased the steamboat Capital, which they rebuilt and refitted and operated about the headwaters of the Sound, doing a general passenger, freight and jobbing business. Subsequently they traded for the steamer Daisy, then purchased the old Miller sawmill, the pioneer mill of Olympia, removed the boiler from the Daisy to the mill and engaged in the lumber business, the mill then having a capacity of about 4,000 feet of lumber per day. With the gradual increase of business, they began improving their plant and facilities until the capacity was increased to 50,000 feet per day. In 1890 they started the Olympia Foundry & Machine Shop and operated the same about six months. The enterprise was then sold to a stock company which broke up about eighteen months afterward, whereupon Mr. Allen purchased the entire business and resumed operations.

In 1891 he purchased the interest of Mr. Harkness in the lumber mill, and continued the business alone until June, 1892, when he consolidated with Springer & White, manufacturers of sash, doors, shingles and builders' supplies, and thus formed the Olympia Door & Lumber Company, with C. H. Springer, president; George S. Allen, vice-president, and Allen White, secretary. They continue the manufacture of lumber, shingles and builders' supplies, with a cedar mill at Elma, Washington.

Mr. Allen was married in Olympia in 1877, to Miss Annie Farquhar, a native of California, and a daughter of A. Farquhar. They have six children, namely: Harry F., Mary A., Georgia, Benjamin J., Joseph S. and Bessie.

Socially, Mr. Allen is a member of the I. O. O. F. He owns valuable real estate in the city, and through his progressive enterprise has done much toward developing the town of his adoption.



DAVID K. STEVENS, one of the ablest lawyers at the bar of Washington, and a member of the firm of Stevens, Seymour & Sharpstein, at Tacoma, was born in Fitchburg, Massachusetts, August 12, 1860. His parents, Samuel and Sarah (Fay) Stevens, were also natives of New England, the former born in Marshfield, Massachusetts, and the latter in



Jamsey C. Blacklock

Barre, Massachusetts. Both descended from early New England ancestors, the Stevens family being an old one on the south shore of Massachusetts. The father of the subject of this sketch was for many years associated with the Old Colony Railroad, esteemed alike for his eminent business qualifications and for his worth as a man.

Mr. Stevens, of this notice, was reared and received his preliminary education in his native city, graduating at the Fitchburg high school in 1877. In 1878 he went to St. Albans, Vermont, where he entered the office of Henry R. Start, then State's Attorney. He subsequently went to the Boston University, where he completed a course, graduating in 1881. He then entered the office of the dean of the University, Judge Bennett, and in the following September was admitted to the bar.

He began his practice at Taunton, Massachusetts, but soon formed a partnership, the following January, with Charles H. Blood, which firm afterward removed to Boston. Induced by the liberal opportunities afforded in the Northwest to men of energy and ability, Mr. Stevens, in December, 1889, came to Washington and cast his lot with Tacoma, opening an office in that city, in partnership with Judge Theodore L. Stiles, on April 1, 1890. This firm continued with marked success until the election of Judge Stiles to the bench of the Supreme Court of the State. The dissolution of this partnership was at once followed by the formation of another equally strong, comprising Mr. Stevens, W. H. Doolittle and W. H. Pritchard, and some time later B. S. Grosscup joined them. In September, 1891, Mr. Doolittle (now Congressman from Washington) retired, and Charles W. Seymour joined the firm, which remained unchanged until the fall of 1892, when Mr. Pritchard was elected to the Superior bench, while Mr. Grosscup accepted permanent employment in Everett, necessitating his removal to that city. Then W. C. Sharpstein became associated with Messrs. Stevens and Seymour, while F. S. Blattner, who had been for three years in charge of the commercial department of the firm, was taken into partnership, under the present title of Stevens, Seymour & Sharpstein, which has existed since December 1, 1892. This firm, under its various transformations, has enjoyed marked success, much of its prosperity being attributable to Mr. Stevens' reputation for uprightness and efficiency.

A staunch Republican in politics, Mr. Stevens cannot be called a politician in the strict acceptance of that term, but is rather entitled to the name of statesman, his association with men having been signalized by the political advancement of all with whom he came in contact. He is an active member of the Bar Association, and socially belongs to the Union Club of Tacoma.

November 25, 1884, Mr. Stevens was married, in Vermont, to Miss Jennie E. Waite, a native of that State, and a descendant of an old and honored family. They have one child, Ruth, a dainty little maiden of seven summers (1893).

An able lawyer, courteous gentleman, and honored citizen of Tacoma, Mr. Stevens has a bright prospect before him, and enjoys the best wishes of all for his continued success and happiness.



DR. YANCY C. BLALOCK, a prominent medical practitioner of Walla Walla, was born in Mitchell County, North Carolina, August 3, 1859. When our subject was but two years of age, his father, Dr. Nelson G. Blalock, of this city, moved to Illinois, where they remained until 1873. They then came to Walla Walla, Washington, where Yancey engaged in work on a farm, and in a sawmill, receiving only a common-school education. In 1880 he began the study of medicine, under the preceptorship of his father, later attended the Jefferson Medical College of Philadelphia, and received his diploma in the spring of 1884. Dr. Blalock then began the practice of medicine with his father in this city, but he now follows his profession alone. The Doctor served as Health Officer of this city from 1887 to 1890, was elected Coroner in 1888, re-elected in 1890, and his term expired in January, 1893.

In 1883 our subject was united in marriage with Miss Julia Sanderson, a native of Walla Walla, and a daughter of Henry Sanderson. Mrs. Blalock died in 1885, leaving one son, Jesse, now a bright boy of seven years. The Doctor was afterward married to Miss Lillie Ballou, a native of Umatilla county, Oregon. Dr. Blalock is a member of the Masonic order, has filled the offices in the blue lodge, served as High Priest in the Royal Arch Chapter for the past three years, and is at present Grand Secre-

tary of Grand Chapter, and Grand Recorder of Grand Commandery. Politically, he affiliates with the Democratic party. Dr. Blalock has a beautiful home in the city of Walla Walla.



BENJAMIN VINCENT, manufacturer of and dealer in boots and shoes at Olympia, was born in Wallace, Cumberland county, Nova Scotia, in 1834.

His parents, Joshua, and Hannah (Treen) Vincent, were also natives of Cumberland county, Nova Scotia, and were descendants of the refugees who were there prior to the Revolutionary war. Joshua Vincent was by trade and occupation a millwright and was also interested in agricultural pursuits. He superintended the construction of saw and flour mills all over the province.

Benjamin Vincent was the first born in a family of twelve children; was reared on the farm and educated in the schools near his home. When he was twenty years old he started out in life for himself. Going to Boston, Massachusetts, he found employment as driver of a milk wagon, and was thus engaged for three years. Then he went to Medway, Massachusetts, and in a large boot and shoe factory learned the trade of crimping boots.

In 1866 Mr. Vincent made a prospecting tour of the Pacific coast, coming by steamer and the Nicaragua route to San Francisco, thence to Portland and from there across the mountains on foot to Seattle to join his cousin, L. A. Treen, who came to the coast in 1865, via the Strait of Magellan, with the Asa Mercer colony that made settlement in the vicinity of of Seattle. Mr. Treen was manufacturing boots and shoes at Seattle, but in the spring of 1867 moved his factory to Olympia. Mr. Vincent was in his employ until 1869, when he returned East. The following year he brought his family to Olympia, and he again entered the factory, this time as a partner with Mr. Treen. At the end of one year the partnership was dissolved. Mr. Vincent then formed a co-partnership with George B. Capen, opened a manufactory of boots and shoes, and after three years purchased the entire interest, having since conducted the establishment alone. He also carries a large manufactured stock in all grades and finish.

Mr. Vincent was married in Medway, Massachusetts, in 1864, to Miss Samantha Darling, a native of New York, born on Grindstone island in the St. Lawrence river. She died in 1886, leaving four children, George, Benjamin, Jr., Philip and Mabel. In 1888 he was married in Olympia to Mrs. Laura A. (Wooster) Hood, a native of Maine.

Socially, Mr. Vincent is a member of the F. & A. M. and the A. O. U. W. He owns valuable residence property in Olympia, and is today the only boot and shoe manufacturer in this city. He devotes his whole time and energy to his business affairs, and to his natural ability, his integrity and his perseverance is due the success he has attained.



MRS. SAMANTHA CROLL, *nee* Packwood, is the daughter of William and Rhoda (Prothers) Packwood, well known pioneers of Thurston county, Washington. Mrs. Croll was born in Monroe county, Missouri, June 10, 1836, and crossed the plains with her parents in 1844, experiencing all of the hardships and some of the greatest suffering incidental to frontier life. In 1854, at the age of eighteen, she was first married to S. N. Woodruff, also a pioneer of Washington. They had three children, all of whom are now living and married, viz.: W. H. Woodruff, Mary E. McKenzie and Ella J. Olson. Mrs. Woodruff obtained a divorce from her first husband, and then conducted her farm in a most able manner, her work comparing favorably with that of any man in her vicinity—which fact is not mentioned as peculiar, but as evidence of her energy and determination, which were supplemented by an intelligent comprehension of her work. She continued the management of the farm herself until her marriage to Jacob Croll, in 1868, when he began to assist her in its care. Jacob Croll, also a pioneer of Washington, was born in Pennsylvania, December 3, 1828, and was a son of H. and Elizabeth (Schull) Croll, also natives of the Keystone State. In an early day Jacob Croll left the State of his birth and went to the State of Wisconsin, where he followed the lumber business until 1852, when he crossed the plains to Olympia, Washington. Here also he followed lumbering, being em-

ployed in a sawmill. In 1853 he took a donation claim of 640 acres, at the same time pursuing his work in the mill at Tumwater. He continued to be thus occupied until the outbreak of the Indian war, when he was a volunteer in the service of his country, most of his service in the war being in eastern Washington, although he participated in one skirmish at Mound Prairie, in the western part of the Territory, doing efficient work in the protection of his adopted home. The remainder of his life was passed in agricultural pursuits, his death occurring in 1886, in the fifty-eighth year of his age. He left a family and many friends to mourn his loss. He was a man of integrity, energy and ability, a good husband, indulgent father and public spirited citizen.

He left a widow and three children: Lena E., now Mrs. Johnson; Lucy B. Croll, who is attending the art school in San Francisco, and gives fair promise of becoming a celebrated artist, as her first work is far beyond some of our popular artists; George Croll is married and lives with his mother, the subject of this sketch. He has one daughter, Dorothy Croll, and thus may we find in this home four generations: Rhoda Packwood, the great grandmother; Samantha Croll, the grandmother; Mrs. George Croll, the mother; and the little child, Dorothy Croll,—a circumstance of unusual occurrence.

Mrs. Samantha Croll has a large and finely cultivated farm, which is well stocked, and improved, with a good residence and substantial barns,—the whole breathing an air of thrift and contentment, the typical home of an intelligent and refined woman.

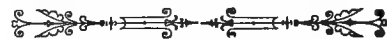


JULIUS HORTON, of Georgetown, King county, Washington, was born in Catherine township, New York, March 15, 1834, a son of Darius and Hannah (Olmsted) Horton, of New England birth and Puritan ancestry. They removed to De Kalb county, Illinois, with the pioneers of 1840, located on wild land, but reclaimed and improved a fine farm.

Julius Horton attended the schools of De Kalb county, but by reason of the death of his father, the responsibilities of life were assumed at an early age, and his efforts were employed in assisting and caring for his mother. He was engaged in agricultural pursuits until 1862, and

from that time until 1869 conducted a small country store. In the latter year he closed out his interests and with his wife and two children started for Seattle, where his brother, Dexter Horton, resided, having been one of the pioneers and influential business men of this city. Our subject crossed the continent by rail to San Francisco, and thence by sailing vessel to Seattle, twenty-one days having been consumed on the voyage, landing September 3, 1869. He first purchased a one-half interest in 160 acres of land on the Dwamish river, which was a part of the original donation claim of Luther M. Collins, but at that time owned by William H. Shandy. Mr. Horton rented his land and resided in Seattle until 1871, after which he followed agricultural pursuits, growing a variety of farm products, and subsequently engaging in the hop business. With the demand for property in 1880, he began selling his land in acre tracts, and in 1890 filed the first town site, which he named Georgetown, and which has since become a prosperous settlement.

Mr. Horton was married in DeKalb county, Illinois, in 1861, to Miss Annie E. Bigelow, a native of Michigan. They have four children: George M. a practicing physician of Seattle; Dora H., now Mrs. Frank Ball; Maud M. and Howard D. In political matters Mr. Horton is a Republican, has served as Assessor for King county for eight years, and is now Assistant Postmaster at Georgetown, with his daughter, Dora H. Ball, as principal. He is also a stockholder and director of the Puget Sound Savings Bank. Death has never entered the Horton family, although their lives have been attended with the usual privations and sufferings of the heroic pioneer. In 1890 Mr. Horton built in Georgetown a handsome home, where the family now reside, in the enjoyment of every comfort, and surrounded by friends made dear to them by experience and association.



HON. THOMAS J. ANDERS, the first Chief Justice of Washington, of which State he was a pioneer, contributing his share toward its development and moral welfare was born near the town of Republic, in Seneca county, Ohio, April 4, 1838. His father, William H. Anders, was a native of Virginia and was reared on a farm. In early man-

hood the latter removed to Ohio, where he was married and was engaged in farming. In 1856, he joined the westward tide of emigration, removing to La Crosse county, Wisconsin, and there the father followed the lumber business through life.

Thomas J. Anders, the subject of this sketch, improved the educational advantages offered by the district schools, and then, with limited means, but with an indomitable desire for an education he entered the Seneca County Academy, located at Republic, which was at that time the representative school of the State. Gifted with an active and retentive mind, his progress was very rapid as resulting from his indefatigable perseverance, and, at the age of seventeen, he was qualified to teach in the country schools in the vicinity of Republic, and subsequently taught in the Academy. He was also elected a member of the School Board of Republic and although but seventeen years of age, his disciplined mind and argumentative ability placed him, in educational interests, beside those of advanced years. This ambitious youth spent his time out of school hours in the prosecution of special studies and in reading Kent and Blackstone, with a view of ultimately making the law his profession. As an evidence of his thorough work in this direction is the fact that, in 1859, he entered the law department of Michigan University, at which he graduated two years later among the first graduates of that department. This self-reliant young man then removed to Wisconsin, where he was occupied two winters in teaching school and in the prosecution of his profession, as occasion permitted. But his arduous studies of previous years and the close confinement of school work began to tell even on his adamant frame. He sought a variation by roughing it to Montana, making the trip thither with ox teams, the only mode of transportation in that day, and engaged in mining in various capacities in that State. He remained there until 1871 and then crossed the intervening mountains to Washington Territory, where, in November, he settled in Walla Walla, opening his first office for the practice of his profession. This town was then the chief city of the Territory, having a population of 2,500 inhabitants. Mr. Anders' advancement was merited and rapid. In 1872, he was elected Prosecuting Attorney for the district covering Yakima and the eastern counties to the British line. When holding court in remote

districts, the judicial functionaries formed themselves into camping parties and lived in tents. This experience was not without its enjoyments, having, at least, the charm of novelty, and the town's people frequently entertained them with a dance just prior to adjournment. Mr. Anders served continuously for six years in his capacity of Prosecuting Attorney and was then elected City Attorney, which office he resigned after a few months of service. In 1886, he was again elected Prosecuting Attorney, to which position he was re-elected in 1888, resigning that office the following year to accept that of Chief Justice of the State, to which he was unanimously elected by the Supreme Court, and which he filled with eminent ability and honor. At the general election in November, 1892, Judge Anders was re-elected as a member of the Supreme Court, for a term of six years.

Judge Anders was married at Walla Walla, in 1873, to Miss Viola Hull, an intelligent and estimable lady, a native of California and daughter of Orley Hull, one of the argonauts of that State. They have had five children, four of whom survive: Orley H., deceased; William H.; Imogene; Thomas J.; and Grace.

The Judge was among the early members of the first lodge organized in the Territory by the Knights of Pythias.

Judge Anders has by undeviating adherence to duty in all the walks of life gained not only the highest respect of the judiciary throughout the Northwest, but the affectionate regard of the entire people.



DR. JAMES DORR, of Walla Walla, Washington, was born in York county, Maine, December 27, 1829, a son of Samuel and Eliza (Stackpole) Dorr, the former a native of Maine and the latter of New Hampshire. The father, a freighter by occupation, died, April 18, 1845, aged thirty-nine years, leaving nine children, our subject being the second in order of birth. The mother died, July 5, 1888, at the age of eighty years. Five of their children are now living.

James, the subject of this sketch, received only a limited education, and when only a boy was employed as weaver in a cotton mill, following that occupation until twenty-five years old. Having a good voice, he then engaged in teaching music, and also in learning the photographer's

trade, following both occupations until 1854. Mr. Dorr then spent a short time in San Francisco, next went to Virginia City, Nevada, and in 1869 returned to the former city. In the fall of 1869 he entered a dental college in Boston, remaining in that city four years, since which time he has resided in Walla Walla, Washington. Mr. Dorr now carries a full line of musical instruments, pianos and organs, in connection with his photography business. He has built up an extensive trade; also owns a ranch in Walla Walla county, and his residence in this city.

The Doctor was married September 15, 1861, to Miss Emma J. Frost, a native of Dexter, Maine. She died November 22, 1888, at the age of forty-eight years. In May, 1891, Mr. Dorr was united in marriage with Miss Lizzie Densmore, a native of Canada, who came to Walla Walla, Washington, in 1884. Our subject was formerly identified with the Republican party, having cast his first presidential vote for John C. Fremont, but he now acts with the Prohibition party. He is now a candidate for the office of Justice of the Peace. Socially, he is a member of the Masonic order, Blue Mountain Lodge, No. 13, of Walla Walla, in which he has filled many positions of trust. Mr. Dorr is now sixty-three years of age, and has never taken a drink of alcoholic liquor or used tobacco in any form. He still has a very fine voice, and gives great attention to his music, both instrumental and vocal.

DR. J. F. HARRIS, the leading physician of Medical Lake, Washington, was born in Iowa in 1853, the oldest of a family of six children. His parents, John Q. and Emeline (Shelton) Harris, natives of Indiana, moved to Iowa at an early day, where his father was a prominent teacher for many years. He was by trade a carpenter and millwright. His death occurred in Missouri in 1865, after a service of three years and four months in the army. The mother passed away in April, 1891.

After completing his course in the public schools, the subject of our sketch began the study of medicine in Missouri. This was in 1876. He graduated in 1882 at the American Medical College, St. Louis, and at once began the practice of his profession in Missouri,

continuing there until 1889, when he came to Medical Lake, Washington. Here he has since conducted a general practice, giving special attention to the study and use of electricity. His many estimable qualities and his thorough knowledge of his profession at once won for the Doctor the confidence of the people at Medical Lake, where he has made many warm friends. He is public-spirited and generous, ever ready to aid in the advancement of any measure that has for its object the welfare of his vicinity.

Dr. Harris was married in 1872 to Miss Mary B. Griffin, who was born in Kentucky and reared in Missouri. They have three children: W. A., Omer E. and Elmina V. Mrs. Harris is a member of the Congregational Church. The Doctor is both a Mason and an Odd Fellow.



JOHAN KENNEY, a highly respected farmer of Klickitat county, residing near Goldendale on the Little Klickitat river, is the subject of the following biographical notice. He has lived on the Pacific coast since 1856, and has been a resident of this county for more than twenty-three years. His latch-string has always been within easy reach of the stranger, and the red-man has found in him a warm and trusted friend. His native country is Ireland; there he was born in county Galway, October 6, 1820, the son of William and Ann (Moher) Kenney, and the eldest of a family of fifteen children. In early manhood he crossed the sea to America, his parents following him later, about the year 1864, and settling in Pennsylvania, where they passed the remainder of their days.

John Kenney's first home in the land of his adoption was in Greenwich, Connecticut, where he was employed in ship carpentry for a period of two years; thence he went to Virginia, and remained in the South until 1855. While a resident of Baltimore, Maryland, he enlisted in the United States army, joining Company I, Ninth Infantry. His first services were at Fortress Monroe, where he sustained, in the conflagration, injuries from which he has never recovered. His command was ordered to the West, and arrived at Fort Vancouver, March 6, 1856; he was honorably discharged the following year. After leaving the army he rented on

Government island a tract of land which he cultivated for five years. Then he came to Washington and took up 160 acres of land in Clarke county; this he sold and came to his present farm in 1870; he has 260 acres of fine farming land, 160 being in an advanced state of cultivation; in 1879 he set ten and one-half acres to poplar and other trees, and now has a magnificent grove, some of the trees being fully fifty feet in height. Eager to develop every resource of the land he began the cultivation of many kinds of fruit, and has one of the choicest orchards in the county; he also enjoys the distinction of being the pioneer fruit-grower.

Politically, he is allied with the progressive wing of the Democratic party. He and his family are devout members of the Roman Catholic Church.

Mr. Kenney was united in marriage to Miss Catherine Collins, a native of Ireland, in the city of Baltimore, in March, 1854, and they are the parents of eleven living children: William H.; Mary, the wife of Michael Savage; Catherine, the wife of James Murphy; Charles; John; Jane, the wife of J. H. V. Crane, of Tacoma; Joseph; George; Justine, the wife of T. J. Thompson; Louisa; and Theresa, who is known as sister Mary Racinda, of Olympia. One son and two daughters are deceased.

After his discharge from the army Mr. Kenney made an agreement with the Government to reside near the Indian reservation in order to aid in averting trouble between the Indians and the whites, by seeing that the rights of each were protected. June 27, 1873, trouble arose regarding the stealing of a horse by an Indian, who disposed of the horse to a white man. The Indian agent, James H. Wilbur, wrote to Mr. Kenney and directed him to effect a settlement of the difficulty if possible, and this he did to the satisfaction of both parties concerned, the loss being equally divided between the original owner and the man to whom the horse had been sold. Within the year 1887, in which year occurred the massacre of Mr. Perkins and his wife by the Bannock Indians, there were stopping at Mr. Kenney's place four families, who had come from the Eastern States: E. B. Wise and wife, Martin Foreman and family, Mr. Miller and family, and Arthur Beemis and family—all of whom were looking for homes. The inimical attitude of the Indians and the massacre noted had

caused wide-spread consternation among the settlers, many of whom were resorting to Portland, Oregon, and other points for safety. Our subject sent to the Sisters of Charity at Yakima City for an order for doors, windows and nails that were lying at The Dalles, Oregon, and when their order was secured he set forth for The Dalles with a four-horse team, being accompanied by Mr. and Mrs. Wise. Arriving at his destination Mr. Kenney loaded his wagon and prepared to start out for Yakima. While he was at The Dalles a company of soldiers passed through on the railroad for the purpose of going to the scene of trouble and suppressing the Indians. Mr. Kenney then started for Yakima, and when he reached Goldendale, thirty miles from The Dalles, he found the people arming themselves and preparing to fight the hostile red-men. He was reproached for attempting to venture on so perilous a trip, and the County Auditor agreed to furnish him with what firearms he needed. This proffer Mr. Kenney refused, stating that he did not need arms as he had confidence in the Indians. He continued his journey until he reached Taffenitt, on the reservation, where he was entirely surrounded by Indians. While there the agent, Mr. Wilbur, approached him and manifested not a little surprise and even consternation at his intrepidity, saying that in the midst of such trouble was the last place he expected to see our subject. Mr. Kenney replied that he was there simply by reason of the trouble, and then told the agent of the families stopping at his home and how alarmed the settlers all along the route had become. He finally asked, "Do you see these four big horses and that large load of freight?" The reply was in the affirmative. "Well, all the people along the route have seen or will see this, and when they learn that I arrived in Yakima without being molested they will conclude that it was only an Indian scare and will return to their homes." The agent appreciated the force of the argument, and, grasping the hand of Mr. Kenney, thanked him for his noble deed, in the name of the Government and of all the Indians on the reservation, since trouble could thus be better averted than by resorting to arms.

The foregoing is but one of many instances in which our subject jeopardized his life and endured much for the sake of maintaining peaceful relations between the settlers and the Indians. His services to the Government were

many and valuable; he assumed the burden of many expenses, sustained heavy losses and gave of his time without stint, and his efforts should have received a recognition, but this was signally denied. He may well be counted as a public benefactor, for his zeal in maintaining the church and other interests was one of marked character. At his own expense he built a Catholic chapel for the benefit of the public and the missionaries, and practically maintained the same. This was the first and only Catholic Church in the county for seventeen years. His home was the stopping place for the priests and sisters en route between Vancouver and Yakima, until the railroad was put through. He transported the first Sisters of Charity who located in Yakima, and also hauled all of their belongings for the sake of the good cause. He also carried into the town its first bell, the same being used for the sisters' school. We would gladly revert to other incidents in the noble life of our subject, but space limits us. These good deeds, however, will ever rebound to his credit and will gain to him an abiding place in the grateful memory of future generations.



ADAM GOODE.—Among the earnest and faithful workers in the ministry of the Free Methodist Church, is the subject of this sketch, who has labored for the good of humanity since his ordination in 1868. He was born in Knox county, Ohio, February 10, 1847. When but three years old, in 1850, his parents, Adam and Delila (Wycoff) Goode, natives respectively of Pennsylvania and Ohio, removed to Iowa. After a residence on a farm there for twenty-four years, the father disposed of his interests in that locality and moved to Phillips county, Kansas, where he purchased 900 acres of fine land, but was obliged, in 1889, to rent his property and seek a milder climate on account of his health, having been an invalid for twelve years. Salem, Oregon, was his selection as a location, and here he still has some property interests, including a fine residence, in which he and his wife recently celebrated their golden wedding. Eight children were born of this marriage, of whom our subject was the fourth child.

The latter was educated at Fairfield, Iowa, at the Axaline College. After his ordination, in

1868, he was given charge of the Oskaloosa church, over which he presided for four years; was then transferred to South English, where he remained the same number of years. From this charge he went to northwest Iowa, being in charge at Shedan and Algona, and later was stationed at Newbrast. In 1882 he started for Washington, via Kansas, visiting his parents on the way. After a pleasant stay with them he proceeded to San Francisco, and went thence to Walla Walla county, locating at Waitsburg, where he remained five years, engaged in stock-raising, after which he proceeded to Smoke river, and later to Hamstead, where he remained until he proved up and deeded his land. He then moved to Walla Walla, where he was employed by the Board of Commissioners as County Superintendent of the Poor Farm, in which position he still remains. Many important improvements are contemplated in the spring under his skillful management. Since his appointment Mr. Goode has endeavored to improve the condition of the unfortunates under his care, without causing extra expense to the county, proving himself the right man in the right place.

The marriage of our subject occurred in August, 1872, when he wedded Miss Hattie Norris, a native of Iowa, and six children have blessed their union, namely: Alfred, Arthur, Lena, Charley, Laura and Nettie. Politically our subject supports the principles of the Republican party, and always casts his vote for the candidates of that ticket.



WJ. CORKRUM.—Among the rising young farmers of Walla Walla county, Washington, who have been residents of that section of the State long enough to be called pioneers, occurs the name of W. J. Corkrum, the enterprising subject of this sketch. Mr. Corkrum was brought to this county when a small boy by his parents, F. M. and Mary Corkrum. He was born in Jasper county, Illinois, February 7, 1860, and was the second child of seven children. After his arrival in Walla Walla county, our subject remained with his parents until he attained his majority, when he commenced life for himself on land rented from his father. After the first year he was able to purchase 160 acres of railroad land,

which he obtained very cheap. Here he improved the land, making a good home out of the wild land, adding to his possessions from time to time until he now has 760 acres of the best land in the entire county, located six miles east of Walla Walla on Dry creek. On this excellent farm he has a comfortable residence, supplied with all the comforts and conveniences usually to be found on a well regulated farm of the western coast. Mr. Corkrum has proved himself a good farmer, as his extensive and well cultivated acres testify,

while his average crop of 12,000 bushels of grain per year show him to be a successful one. For fifteen years he ran a threshing-machine and complete outfit, and in this way obtained sufficient money to enable him to add to his acres.

On July 3, 1881, our subject was married to Miss Alice Kennedy, a native of Illinois, daughter of Linn H. and Mary Kennedy, who came to Washington in 1879. Mr. and Mrs. Corkrum have had five children born to them, namely: Jesse, Emery, Lula, Lenard and Hugh. In politics our subject is a Democrat and takes great pleasure in the triumphs of that party. Like many another young man he has had his own way to make in the world, but unlike many of them he has not allowed anything to prevent his upward course. Industrious and frugal by nature, he has accumulated his property until he now occupies a front rank among those men whose words and deeds have weight in the community.



HENRY S. COPLAND, one of the oldest pioneers of the Pacific coast, was born in Canada, of Irish parents, December 24, 1825. His father, Thomas Copland, came over from Ireland when a young man, married, and in 1827 removed to Vermont. He resided there a few years and then removed to Westham, Massachusetts, where he died in 1867, his wife following him a year later. They had reared eleven children, three boys and eight girls. During the late war two of the boys enlisted in a Massachusetts regiment and one of them was killed in battle and the other was captured and is supposed to have died from exposure.

Our subject was the only son left in the family. He received a good common school educa-

tion in Vermont and when he had grown to maturity he began to think of taking care of himself. The gold excitement just then broke out in California, and in that State our subject thought he saw an opening for an enterprising, healthy and industrious young man. Hence he engaged passage in 1850 on one of the vessels sailing to that coast, and in due time arrived safely in the Golden State. He immediately engaged in mining, but did not find it much of a success in his case, so he wisely left it and hired as a farm hand, believing that if his gains were not too large they would be more certain. For four years he worked as a farm hand in California and then went to the Willamette valley in Oregon, and there found employment on a farm where he worked for three years, at the end of which time he bought a tract of land and went to work for himself.

Our subject lived there until 1860, when he moved to Walla Walla, Washington, where he bought a claim of 160 acres of land and lived on that a few years, then sold out and bought another claim eight miles southeast of Walla Walla, which he afterward homesteaded and made that his home. He has now a fine farm and owns 3,000 acres of land in the foothills east of the city where he reared his family and became a man of wealth. In 1891, beginning to feel the weight of years and realizing that he had no need to continue in active labor, removed to the city of Walla Walla, where he had bought a fine lot on the corner of Paluse and Whitman streets, and upon it built a beautiful little cottage in which he can pass the remainder of his days in comfort and peace.

Mr. Copland was married in 1856 to Miss Mary A. Morton, a native of Indiana, who had crossed the plains with her parents when a small girl. She still remembers the hardships of that long journey, which has now become, with modern conveniences, one of the most delightful trips in the United States. They have had both pleasure and sorrow together, having had a family of eleven children, and having been parted from all but four, these being: Wallace; Thomas; Grant, who is on the farm; and Ida, the youngest, who is a sweet little girl of eight years and the only one still at home. Their son William was accidentally killed when a most promising young man of twenty-three years by being hit with a saw while engaged in sawing wood, and six others died within three weeks, of diphtheria. Emma, the oldest, was

then fourteen years of age. These afflictions were almost too hard to be borne, but Mr. and Mrs. Copland rallied, realizing that they owed duties to the living. Politically, he is a Republican and is a member of Blue Mountain lodge of Masons at Walla Walla. He has always been charitable and benevolent, and is a good man.



JAMES HAYS, County Commissioner of Spokane county, Washington, was born in Saline county, Missouri, in the year 1847, the son of one of the earliest pioneers of that place.

At the age of eighteen, young Hays left school and emigrated to the Territory of Washington, and since 1879 he has resided in Spokane county, engaged in agricultural pursuits. He was elected County Commissioner, on the Democratic ticket, in 1890, for a term of two years, and this year, 1892, has again been nominated for the same position. Mr. Hays is essentially a self-made man. He has by his own energy and good management acquired a handsome competency, and is ranked with the most substantial and highly respected citizens of the community in which he resides.

He was married in 1879 to Miss Alice Johnson, a native of Missouri, and has five children: Edna, born in 1880; Cora Mary, in 1882; Clarence McBride, in 1884; Jessie Warner, in 1886; and Roy Washington, in 1889.

During the Civil war Mr. Hays was a soldier in the Confederate ranks, being a member of the Seventh Missouri, Trans-Mississippi Department, under General Kirby Smith. He was in several prominent engagements, and remained in the service until the close of the war. Mr. Hays is a great reader and takes an especial delight in the study of history.



WILLIAM M. DEAN, one of the representative citizens of Cheney, was born in New Hampshire, in 1844, a son of Edward and Christian (McCloskey) Dean, natives of Ireland. The father was a farmer by occupation. William M., the third of eight children, received his early schooling in his native State, and after completing his edu-

cation became a soldier in the late war. He became a member of the Twelfth Vermont Volunteer Infantry, and his regiment joined General Hensel in the Department of Washington, and afterward joined the Army of the Potomac, under Hooker. They took part in the second battle of Fredricksburg, the famous battle of Gettysburg, and many others, and was discharged in 1865. Mr. Dean then returned to New Hampshire, and in 1864 began mining in California, where he remained six years. He was next engaged in railroad work for a time, and in 1861 came to Cheney, Washington, since which time he has followed various occupations.

In 1871 Mr. Dean married Miss Elizabeth McMuster, a native of Nova Scotia. They have four children, namely: Daisy C., aged nineteen years, is attending the Normal School; Harry E., aged seventeen years, is a student at the same school; Howard, aged fifteen years; and Mamie W., thirteen years. In his political views, Mr. Dean affiliates with the Republican party, and socially, is a member of the Masonic fraternity and the Knights of Pythias. He is a courteous gentleman, takes great pride in furthering the interests of Cheney, and is particularly active in the cause of education.



URIE CORKRUM, a native son of the State and also of the county, was born in Walla Walla county, Washington, June 1, 1866. He attended the common schools of his district until he was ready to enter college and finished his education at Whitman College in Walla Walla. His father, Marion Corkrum, was a native of Illinois and there married Mary Killebue, also a native of Illinois. The parents of our subject crossed the plains with an ox team in the fall of 1865, and passed six months on the way. They had no trouble with the Indians, nor had they any serious accident. They landed at Walla Walla and settled on Dry creek, seven miles east of the city, where he and his wife still live. They reared a family of ten children and Urie was the fifth.

Our subject was a member of his father's household until he was twenty years of age, at which time he engaged in farming on his own account, having received 160 acres from his father. He afterward bought 240 acres and

followed this with a purchase of 240 more nine miles northeast of Walla Walla, where he now resides and owns 1,040 acres. His average crop for each year is 15,000 bushels of grain, an amount which would turn a farmer of some of the older States dizzy to think of.

Our subject was married September 30, 1888, to Miss Ida Chew, a native of Illinois, born there October 2, 1871. Her father, Henry Chew, was a native of Illinois, who there married Miss Mary Berger and came to Washington in 1879, and settled in the city of Walla Walla and is now in business there. Urie Corkrum is an industrious young man who has developed wonderful business talent, being now one of the largest farmers in the county. He is the proud father of two bright little children: Julia, born February 30, 1890, and Frank, born April 11, 1891.

Politically, he is a Democrat, bravely upholding Democratic principles on all occasions.



JOHNSON HOOPER, a well-known citizen of Amboy, Clarke county, Washington operates the Ball mills at that place, having had control of the plant since November, 1891. He is a native of Ohio, born in Harrison county, September 25, 1861, a son of John and Susan (Johnson) Hooper. The paternal grandfather settled in Ohio in 1811, and there built the house in which John Hooper was born, and also his son Johnson; Susan Johnson Hooper was also born in Harrison county, Ohio. In the autumn of 1864 the family removed to Iowa and located in Henry county; there Johnson Hooper was reared to the life of a farmer, and acquired his education in the common schools. When grown to manhood he determined to master a trade, and began to learn carpentry. In 1884 he came to Vancouver, Washington, and secured employment in the sawmill of L. C. Palmer with whom he continued two years; at the end of that time he went east of the mountains, but shortly afterward returned and went to work at his trade. He next removed to Amboy, and since that time has operated the sawmill.

This mill was erected by A. M. Ball about 1888, and was run by him for two years. He was killed by the breaking of a pulley, after which David F. Schule, administrator of the

estate of Mr. Ball took charge of the mill; he conducted the business until Mr. Hooper assumed the management in November, 1891. The mill is operated by water-power and can be run during nine months of the year; the daily capacity when under full force is 8,000 feet; the equipment consists in part of a double circular saw and planer, and the output comprises all kinds of dressed lumber, ceiling, floor and rustic work. Mr. Hooper is an active, energetic business man, possessing superior qualifications for commercial life. He is an honored member of Tum Tum Lodge No. 130, I. O. O. F.



JAMES KENNEDY, one of the pioneer settlers of Walla Walla county, Washington, crossed the plains in 1852. He was born in Greene county, Tennessee, July 29, 1828. His father, John Kennedy, was a native of Tennessee, who married Miss Margaret Tadlock, also a native of Tennessee, and in 1829, when our subject was but one year old, removed to Indiana. He settled in Rush county and lived there four years, and then, in 1833, moved to Shelby county, Illinois, where he lived until his death, which occurred in 1844 at the age of sixty-six years. His wife survived him until 1846, when she died at the age of fifty-two years. There were eleven children in this family, and our subject was the fifth child.

Our subject received only a common school education and at the death of his father inherited a small piece of land. Finding farming in his part of Illinois not remunerative enough Mr. Kennedy decided to try a western country, so in 1852 he sold his little patrimony in Illinois and fitted himself up with an ox team and started to cross the plains for Oregon, landing in Portland six months from the time he started, making the trip without any serious accident. There he took up 160 acres of land in Linn county, living there until 1870, when by accident he lost all he had and left here and moved to Walla Walla county, Washington, where he settled on Spring branch, where he bought 160 acres of land, where he lived for twelve years. Getting on his feet again he sold out and bought 320 acres where he now lives, nine miles northeast of Walla Walla, where he has built him a nice little residence. Here he has improved his farm and will no doubt spend his days on this pleasant

place. Mr. Kennedy was married in 1851 to Miss Margaret E. Seitz, of Illinois, but she died that same year leaving a little boy, Sevier. He is now a man, grown, and lives in Spring valley, Walla Walla county. Our subject married again in 1859, at which time Miss Emily Neal, a native of Illinois became his wife. She had come to California with her parents in 1852.

Mr. and Mrs. Kennedy have had eight children born to them,—Margaret E., who is the wife of William Buchlum and now resides in Seattle; Laura A.; Anna J., who is the wife of Thomas Danfield of Walla Walla; Charles; Frances, the wife of Clinton H. Cummings of Spokane Falls; George W., Clarence, Abby and Arthur, who died in infancy, February 20, 1879.

When our subject came to Washington he had to make his second start in life, but he has been very successful and now has plenty to look forward to in his old age. Politically, he is a Republican and cast his first Presidential vote for Zachary Taylor.



WH. WARD has been prominently identified with the manufacturing interests of Goldendale since 1880, and is entitled to a space in the annals of the State of Washington. He was born in the city of St. Louis, Missouri, January 27, 1850, a son of Porter and Ann (Wilde) Ward, natives of England. His father emigrated to the United States at the age of nineteen years, and the mother came at a still earlier age. Farming had been the occupation of the former in his native land, but after coming to America he became a ship-joiner in St. Louis. In 1850 the family crossed the plains to California, meeting with all the hardships and vicissitudes of that long journey. They located at Marysville, and the father followed mining for two years; then they removed to Sonoma county and located on a ranch ten miles north of Petaluma; in this new home the mother soon afterward died. After the age of eight years our subject spent his youth on a ranch in Marin county, California, four miles from Petaluma. At the age of twenty-one years he returned to St. Louis, and entered Bryant & Stratton's Business College, from which he was graduated in 1872. He then came back to the Golden State, and after spend-

ing two years on a ranch in Sonoma county he went to San Luis Obispo county, California, where he embarked in the dairy business near Cambria.

It was in November, 1879, that he first came to Goldendale, Klickitat county, Washington. Albert Johnson had established a small harness business, and was succeeded by A. P. Ward and Sigmund Brown, who had just quit the business when Mr. Ward arrived. He was thoroughly familiar with every detail of the trade, having served an apprenticeship of three years in San Francisco, in the establishment of Main & Winchester. Considering the opening good, he at once took hold of the business, and has made a notable success of the venture. In November, 1886, he completed a two-story frame building in which he conducted his business until the structure was destroyed by fire, May 13, 1888. He then erected a two-story brick building upon the same site, which was finished the following October. The lower floor of this store is used by the firm of Johnson & Van Vactor, and the building now occupied by Mr. Ward was erected by him in 1890. In 1892 he built the edifice on Columbus street which is now used as a city hall; he also owns still another smaller building, which he at one time occupied with his own business. He has an extensive patronage reaching throughout Klickitat valley, and commands the respect and confidence of the entire community.

Mr. Ward was married in San Luis Obispo county, California, July 1, 1878, to Miss Martha Hasey, a native of the Golden State. They have four children: John, Delia, Porter and Lyman. Our worthy subject is a member of Goldendale Lodge, No. 31, F. & A. M., and belongs to the Eastern Star; he is also a member of Friendship Lodge, K. of P. He has been prominent in Democratic politics in Klickitat county, and has twice made a splendid race upon the county ticket, cutting the narrow majority to thirty-seven votes in 1890.



WALTER R. LAIDLER, a prominent citizen and leading agriculturist of Klickitat county, Washington, was born at Newcastle-on-Tyne, England, November 12, 1856. His parents, John and Mabel (Robson) Laidler, were natives of England, and the father

was a mechanical engineer by profession. Walter R. was reared to maturity in his native country, and had been engaged in clerking for a year or two when he determined to seek his fortune in America. Accordingly in 1874 he set sail for the United States, and immediately after landing proceeded to California. Arriving in the Golden State, he located on a farm in Solano county, near Suisun City, where he was engaged in farming until his removal to Klickitat county in 1879. He first settled on a piece of school land, and in 1883 he purchased 160 acres from A. J. Smith, who had originally located the land. Mr. Laidler has added to this from time to time until he now owns 1,500 acres, all in one body, excepting a tract which lies three miles distant. In the season of 1893 he had 700 acres in growing grain; he usually keeps 100 head of horses, and owns the full-blooded Clydesdale stallion "Look-at-me-now." In addition to his extensive ranching interests, he is connected with the Farmers' Mercantile Company of Goldendale, being a member of the board of directors.

Mr. Laidler was married at The Dalles, Oregon, July 19, 1881, to Miss California Record, a daughter of A. J. and Martha (Clinger) Record, early settlers of Oregon, where they made their home in the '40s. Mr. and Mrs. Laidler have a family of three children: Sampson, Edwin and Charles August. Our subject is a member of Alumnus Lodge, No. 15, I. O. O. F., of Goldendale, and belongs to Friendship Lodge, No. 27, K. of P. He has been a conspicuous figure in political circles of Klickitat county, and under the Territorial regime he accepted the position of Clerk of the District Court in 1887-'88. He was the Democratic candidate for Probate Judge in 1888 and 1890. He was a delegate to the State Convention in 1892, and is now a member of the Democratic Central Committee of Klickitat county, where his services are greatly appreciated.



HON. J. J. BROWNE, one of the founders of the government of Spokane, and an original contributor to its general good and advancement, has been a prominent factor in the history of the community since the '70s. Being a man of excellent judgment and forethought, he realized in the early days

what has since come to pass, that Spokane Falls would one day be a great city. So he invested heavily, and very wisely held fast to his property until it reached its present high valuation. Instead of selling when prices were low, he made additional purchases. Thus he has grown immensely wealthy. Of course he suffered those hardships and privations characteristic of pioneer life, and is justly entitled to the happiness growing out of a handsome fortune and a respected position. He assisted in building up the city by his enterprise and wealth, and can look back with smiles upon his record,—one of undiminished grandeur, of virtue and integrity, a character unimpeached and unimpeachable. Mr. Browne is a man of exclusive and temperate habits, though he does not hold himself aloof from the world, so frequently the case with the thoughtful. His face wears an almost serious expression, which deepens as the subject demands. By some Mr. Browne might be thought conservative, but there is method in his manner. He is cool and calculating, self-sustained, and systematic in his business, and in this way accomplishes a great deal more work with greater ease than those of a fussy and nervous nature. It is owing to this sublime trait in his character that Mr. Browne has succeeded so remarkably in life. He is a man of strong will power, and thinks and acts for himself.

Hon. J. J. Browne was born in Greenville, Ohio, April 28, 1843, son of Andrew and Elizabeth (Gott) Browne, natives of Pennsylvania and Indiana respectively, his father being a farmer by occupation.

At an early age he moved to Columbia City, Indiana, where he was reared and received a common-school education. His desire for a better education was so strong that at eighteen years of age he sought Wabash College, and remained for three years, working mornings and evenings to pay his board and tuition. In 1868 he graduated in the department of law at the University of Michigan, and soon after located in Kansas and engaged in the practice of his profession, under the firm name of Browne & Glass, Mr. Glass having been his classmate at Ann Arbor. In 1874 he removed to Portland, Oregon, and resumed the law, practicing alone.

Attracted by the genial climate of eastern Washington, he came to Spokane Falls in 1878, where he soon built up a practice that extended far into both Washington and Idaho Territories.

He has ever been foremost in the organization of any enterprise tending to the advancement of the city. He was president of the Spokane Mill Company, which was organized in 1885. In conjunction with Mr. Cannon and A. J. Ross, he built the first street railway in Spokane. He was president of the Spokane Cracker Company, whose factory was destroyed by the great fire. He began his career as a banker in 1889, at the corner of Post and Riverside streets, the Browne National Bank having been organized in June of that year, with a capital stock of \$100,000. About two years ago the bank was moved to its present commodious quarters in the Auditorium, one of the handsomest buildings in the city. Mr. Browne is president of the bank. He is also president of the Spokane Investment Company, which owns the Auditorium building, he holding half of its stock. He is proprietor of the Spokane Daily and Weekly Chronicle, and contemplates in the near future erecting one of the largest and most commodious buildings in the Northwest, for the exclusive use of this large paper. Mr. Browne also has extensive farming interests, owning 1,800 acres of land, located five miles south of Spokane. Of this large tract 1,200 acres are under fence and cultivation. His pre-emption claim, which he filed about 1878, covered what is now a part of the business district of the city and the best residence district, known as the West End. It is here his elegant home is located, it being one of the handsomest in the city, and being assessed at \$70,000. With the growth of his fortune Mr. Browne has made many generous donations to public purposes and to charitable and educational institutions. He presented to the city one-half the land embraced in the present park, his friend A. M. Cannon giving the other half.

Not only in business circles is Mr. Browne prominent, but also in political and educational affairs he has taken an active part. In 1872, while a resident of Kansas, he was a delegate to the National Convention at Baltimore that nominated Horace Greeley. He has also served as a delegate to the Democratic National Convention since coming to Washington. In Portland he was elected Superintendent of Schools, which office he held three years, resigning the same when he came to Spokane. At the Democratic county convention, held at Spokane in August, 1892, he was recommended for United States Senator from Washington. He is a member of the Board of Regents of the State Uni-

versity, having served as such for two years, and for the past six years has been a member of the Board of Trustees of Jenkins University. Mr. Browne has the largest private library in the Northwest, and while he is a great reader, well posted on all general topics, he gives particular attention to the study of political economy.

He was married in 1874, to Miss Anna W. Shalton, a native of Warren, Ohio; and a member of a prominent and highly respected family. They have had seven children, six of whom are living: Guy C., Earl P., Alta M., Ione S., Hubert D. and Hazel J.



CAPT. GEORGE W. BULLENE was born in Saratoga county, New York, December 17, 1822. His parents, Alfred and Susan (Baker) Bullene, were natives of the same State, his paternal ancestry dating back to the Puritan settlement of Massachusetts. Alfred Bullene was a ship carpenter and boat builder, and was prominently connected with the early lumber interests of Oswego county. In 1834 he removed to Wisconsin and located in Salem, Kenosha county, where he engaged in farming. Going to Wisconsin at that early day, before schools were organized along that frontier, our subject was deprived of the advantages of a common-school education.

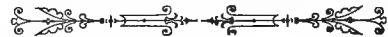
Remaining with his father until his seventeenth year, George W. then left the home circle, and, going to New York city, apprenticed himself for four years in the old "Novelty Works" at the foot of Fourteenth street, on East river, and there learned the principles of mechanical engineering, with construction and drafting. Completing his term of service, he then followed his trade in different shops and upon the river and bay during the summer months up to the spring of 1846, when he started for New Orleans, and worked in every shop of importance between New York and that city. Arriving in New Orleans in December, 1846, he then enlisted in the Second Texas Cavalry for the Mexican war, and performed active service in different localities up to 1848, when he was discharged from service. He then went to St. Louis and followed his trade in winter and the river in summer until 1854. He then accepted the position of superintendent in the erection of all classes of mills between Texas

and Minnesota. May, 1861, found him in New Orleans, and he secured passage to St. Louis upon the old steamer "Imperial," which was the last boat through before the commencement of the Civil war. At St. Louis our subject looked over the situation and then returned to his family in Grundy county, Missouri, and there enlisted in the Home Guards of the State militia, who were very active in driving the secessionists out of northern Missouri. In April, 1862, Mr. Bullene enlisted, at Gallatin, in the First Missouri Cavalry, and served in Missouri and in the Trans-Mississippi Department up to December 14, 1863, when he was discharged because of disability from wounds. He then returned to his family, but by reason of his active work during the war he decided that it would be safer to leave that country, so he came to the Pacific coast by the Panama route, landing in San Francisco February 13, 1864. He then began work in the Pacific Iron Works, being chiefly engaged in fitting out boats and setting machinery. He fitted out the "Cyrus Walker," and as engineer brought her to the Sound and landed at Port Gamble in October, 1864. The boat is still in commission upon the Sound and is in good condition. Returning to San Francisco, Captain Bullene continued with the Pacific Iron Works up to September, 1865, when he came to Port Gamble as master mechanic of the Puget Sound Mill Company, remaining in that capacity until May, 1868, when he accepted a similar position with the Port Madison Mill Company, and there remained until October, 1873. He then resigned and came to Seattle and started a small machine shop, which he operated for five years. He then returned to Port Madison and accepted his former position with the mill company, remaining with them until their failure in 1883. Captain Bullene then accepted a similar position with the Tacoma Mill Company, and superintended the construction of their new mill. This work he successfully accomplished by building over, under and through the old mill without stopping the machinery, thus erecting the first double sawmill upon the Sound, the same having a capacity of 212,000 feet of lumber per day. Subject then went to Hoquiam, Gray's harbor, and rebuilt a large mill for A. M. Simpson, returning about 1885 to Seattle, where he has since resided.

He was appointed United States Boiler Inspector of Puget Sound in January, 1873, and

has continuously held that position, with the exception of an interval of thirty months. His district is now extended from Gray's harbor to Chilcat, and occupies his entire time and attention.

He was married in Grundy county, Missouri, May 11, 1856, to Miss Hannah McClure, native of Ohio. Nine children have blessed the union, seven of whom survive: Aurora, Everette E., Arthur, Alice, Howard, Thomas and Ida. Socially, Captain Bullene affiliates with the F. & A. M. and G. A. R., Miller Post, No. 31, of Seattle. He has always felt unbounded faith in Seattle, and, though it was but a small hamlet when he first arrived, in 1864, he invested his money, and has watched with interest and pleasure the growth and development of the "Queen City of the Northwest."



ALFRED THOMAS, one of the pioneers and substantial farmers of Walla Walla county, Washington, was born in Hardinsburg, Breckenridge county, Kentucky, April 16, 1828. His father, Joseph H. Thomas, was a native of Hardin county, Kentucky, and the grandparents of our subject were natives of the Blue Ridge country of Virginia. The maiden name of his mother was Gouldsberry, a native of Marysville, Maryland. By trade Mr. Thomas was a tanner, following that trade for many years, but died in 1850 at Dubuque, Iowa, of cholera, at the age of sixty years. Mrs. Thomas died at the age of sixty-four, years in 1870. They had reared a family of eleven children, but only four of them are now living, and our subject was the fifth of the family.

The latter was reared and educated in the common schools of the county and learned the tanner trade, at which he worked until 1849, when he emigrated to Linn county, Iowa, where he bought 160 acres of land, improved and farmed there until 1870, when he came to Washington and settled where he now lives, two miles east of Walla Walla. Here he bought 146 acres of land and commenced to make a home in the new country. He immediately met with success in farming and now owns 1,100 acres of fine land. In the early part of his settlement he made and hauled 60,000 rails from the mountains with which to fence his land. He cultivates 650 acres, raising on an average on

his farm 15,000 bushels of grain. Upon the place he erected a nice residence, at a cost of \$4,000, but it was burned. However, he replaced it. He handles considerable stock, especially horses and thoroughbred Jersey cattle for the city trade, selling them in Walla Walla to people who want to keep a nice cow in the city.

Our subject was married December 10, 1850, to Miss Elizabeth Lewis, a native of Indiana, who went to Iowa in 1832 with her parents. She lived happily with her husband and assisted in the making of the home in the new country, but in 1878 she passed from earth. She was a good woman, and was mourned by her husband and nine children, the names of the latter being,—Elizabeth, the wife of John Byrum; Ellen, the wife of Nathan Patterson; John; Cora E.; Joseph, now practicing law in Walla Walla; Mary, teaching school; Eugene, Bert and Eliza.

Mr. Thomas was married a second, time, to Margaret Lewis, a cousin of the first Mrs. Thomas, and they have had four children born to them, Lavina H., Raymond, Alvin and Ruth. Our subject relates that he had four "bits" in his pocket at the time of his first marriage, and now is worth at least \$75,000, much of it saved by his industrious wives. He is a relative of Ben Hardin, Judge Paddock and General Thomas of Kentucky fame, all noted lawyers of that State. His father was in the war of 1812 and was with General Jackson at the battle of New Orleans. Mr. Thomas is a Knight Templar Mason and has been quite prominent in the order.



WR. HAMMOND, a pioneer of the coast and one of the respected citizens of Walla Walla county, Washington, was born in Forsythe county, Georgia, March 4, 1839. His father, Joseph Hammond, also a native of Georgia, married Polly Brooks, who had been born in Virginia. They removed to Arkansas in 1850, when William R. was a small boy, and later he removed to Hill county, Texas, and died in 1886, at the age of sixty-eight years. Mrs. Hammond died in 1855, at the age of fifty-five years, and they had fourteen children.

William R., the fourth child, was reared on the farm, and therefore had very little opportunity for an education, receiving only a very common schooling in Arkansas and Georgia, when he could be spared from the work of the

farm. In 1844 he decided to try to reach the Pacific coast, believing that here he could find more ways of advancement than he could in his home locality. In the spring of 1854 he started for the West with a man who hired him to assist driving a herd of cattle, promising that he should have \$50 and his board. They came as far west with the cattle and a number of ox teams as Salt Lake City, but as it had become late in the season they were compelled to go by the way of the southern route to Los Angeles, California, in order to get through the mountains. The trip was made in nine months, and they had great trouble with the Indians, losing many of their cattle by raids. The Mormon Lee armed and put into motion a band of the Utes and Nez Percés, and they harassed our subject and his partner to a great extent.

After landing at Los Angeles, Mr. Hammond and his brother bought 160 acres of land near the city and put in a crop, but, owing to the large number of Mexican cattle their crop was destroyed, and they abandoned the farm and went to the mines, leaving their land, which they still own, and it is now very valuable. After he had quit mining our subject went into the lumbering and logging business, which he followed until 1857. At that time the gold excitement was high in British Columbia, and thither he started. However, he became afflicted with rheumatism and was left at the Dalles, all expecting him to die, but he gained strength and was soon able to travel and came to Walla Walla. Here he was employed in the Quartermaster's Department of the United States army for one year, in 1857-'58. Next, he took up a claim on the foot-hills east of Walla Walla, and then followed teaming for five years, doing a fine business in freighting, and with his trading in land was able to buy land near the town.

At this time our subject made a wise move by purchasing a fine dairy farm of 450 acres, but he has now but eighty acres left, as he has sold a portion, the land being so valuable. His present farm is located two miles from the city, and for this he has refused \$500 per acre. This is a beautiful farm, well improved and is very comfortably situated.

Mr. Hammond married, in 1860, Miss Amelia Lanksley, a native of Tennessee, who came here in 1856, and they had ten children, nine of whom are yet living. Their names are: Emory, now of Colfax; Josephine, the wife of

James Fields; Mattie, the wife of John Reser, living near Walla Walla; Lida, John, Gertrude and Jennie, at home. Our subject is a valuable member of the Masonic order, and politically is a Republican.

SAMUEL C. HYDE, a prominent lawyer of Spokane, Washington, was born April 22, 1842, in the old and historic town of Fort Ticonderoga, New York, where the beautiful Lake George empties into Lake Champlain. When he was a child his parents removed with him to Wisconsin, and settled near Oshkosh, where he grew to manhood, helping to develop a farm in the new country, and receiving only such education as the common schools of that time afforded. He served as a private soldier in the war of the Union, in the Seventeenth Regiment of Wisconsin Volunteer Infantry.

After the war Mr. Hyde married and settled in Iowa, where he completed his law studies at the law school of the Iowa State University. He was admitted to the bar, and practiced his profession at Rock Rapids, Iowa, for seven years. In 1877 he moved with his family to the Territory of Washington, living at Puget Sound for two years. Mr. Hyde may well be considered one of the pioneers of Spokane and the Inland Empire, having arrived here May 4, 1879, when the place was a little trading hamlet of less than a hundred people. The following year he brought his family here, and the next year his father's entire family settled at Spokane, and the Hydés have been important factors in building up the city, some of the finest business blocks here having been built by them. Mr. Hyde was elected Prosecuting Attorney for the Northeastern District of Washington in 1880, and was re-elected for three consecutive terms, holding that office for six consecutive years. He is now in active practice at the bar, and may justly be said to have achieved a position as one of the first lawyers in the State. He is a member of Sedgwick Post, G. A. R., of this city, and is frequently called on to address the boys in blue. He also speaks upon political questions in behalf of the Republican party. On the platform Mr. Hyde always speaks with energy and earnestness, and is at times most eloquent.

His marriage soon after the war has already been referred to. This important event occurred January 18, 1869, the lady of his choice

being Miss Mattie Rogers, of Rosendale, Wisconsin. She died February 13, 1891, leaving two children, Earl and Kate, who have grown up almost from infancy in Spokane. Earl is now attending Williston Seminary at Easthampton, Massachusetts, and Miss Kate is with her grandmother at Tacoma.

HON. CHARLES E. LAUGHTON, Lieutenant-Governor of Washington, was born in Penobscot county, Maine, June 4, 1846. He was reared in his native State, and is a graduate of the Friends' College at Vassalborough, Maine, with the class of 1862. That year he enlisted in the Second Maine Regiment, but, being under age, was not permitted by his parents to enter the army. He then went to Boston to study law. In 1863, however, he went into the army as cashier of sutler, attached to the Fourteenth Maine Regiment, and continued in the service until the war closed.

Returning home after the war, Mr. Laughton resumed the study of law, but ill health soon compelled him to discontinue it. In 1867 he went to Omaha, Nebraska, where he was appointed postal clerk on the Union Pacific Railroad. He was subsequently connected with the Virginia Railroad for some years; was appointed Auditor of said road in 1875, and held that position until elected Lieutenant-Governor of Nevada in 1882. At the expiration of his term of four years he removed to the western part of Stevens county, now Okanogan county, in the State of Washington. During his residence in Nevada he was engaged in mining and milling speculations; now has large mining interests in Okanogan county. He was admitted to the bar at Tacoma in 1888, and in November of that same year was elected to the Territorial Legislature, being joint Representative from Okanogan, Stevens and Spokane counties. October 1, 1890, he was elected Lieutenant-Governor of Washington, and during Governor Ferry's absence from the State in December, 1890, acted in his stead.

Mr. Laughton owns a fine estate near Conconully, the county seat of Okanogan county, and here, surrounded with all the comforts and luxuries of life, he and his wife reside, he having married at Sacramento, in 1871.

GEORGE DORFNER began business in Tacoma in June, 1888, on D and East Twenty-eighth streets, and removed to his present location, 319 East Twenty-fifth street, on March 1, 1892. He was one of the early settlers in this part of the city, there being only two who have been here as long as he has. Mr. Dorfner is a native of Bavaria, Germany, born on the 24th day of March, 1838. His parents were John and Theresa (Limbech) Dorfner, the former having been born December 26, 1796, the latter in January, 1804. The subject of our sketch passed his childhood days on a small farm, where he worked with his father between the ages of six and twelve years; but he soon removed to Hagen, where he learned the trade of miller and baker. Hagen is situated in Laugericht-Mitterfels, Bavaria. After mastering his trade he traveled through Germany, making his living as he went until 1860, when he decided to try the new country of America. He sailed from Bremen on the 17th of May, on the *Anno Delius*, arriving in New York the 5th of July, 1860. He soon drifted to Pennsylvania, thence to Illinois, and there worked on a farm for nearly two years, finally reached Chicago, when the Civil war broke out. He enlisted in Company D, Forty-third Illinois Infantry, on the 1st of March, 1862. He joined his regiment at Pittsburg Landing, and then began a series of hardships so common to the soldier. He was at the battles of Cornell Mountain, Bolivar, Tennessee, Vicksburg, Mississippi, and Helena, Arkansas. His last engagement was at Jenkins' Ferry, on the Saline river, April 31, 1864. He returned to Pennsylvania after the war ended, and there began work again, and in the subsequent year was married. He again tried his fortune in Illinois, but remained only seven months, when he returned to Pennsylvania, where he remained until 1870, when he went to Kansas and took up a homestead in Marshall county, near Marysville, where he remained five years. In 1875 he began business at Marysville, Kansas, and there remained for eighteen years. He left Kansas on the 8th of March, 1888, and went direct to Tacoma, where he now resides.

His wife was Catherine Sippel, a native of Pennsylvania. Mr. and Mrs. Dorfner have seven children: George, born April 30, 1867; Rosie, June 30, 1869; Willie, February 2, 1871; John, March 14, 1873; Emil, March 1, 1875;

Rudolph, March 12, 1877; one child, Otto, deceased, having died in infancy; and Walter, born December 19, 1874.

Mr. Dorfner is a member of the I. O. O. F., and also Tacoma Lodge, No. 89; also a Knight of Honor and a comrade of the G. A. R.



ANTON HUTH is of the firm of Scholl & Huth, members of the Puget Sound Brewery Company. He is a native of Germany, and was born in Hesse-Darmstadt, at Kreis-Friedberg, on the 2d day of December, 1854, his parents being Philip and Gertrude (Rudolph) Huth. He attended school from six to fourteen years of age, and then began the brewery business at Friedrichsdorff, where he remained four years. He emigrated to the United States in 1872, locating at Louisville, Kentucky, where he was in the City Brewery, in which he served as "first hand." In 1885 he came to the Pacific coast, and was for two years foreman at Weinhardt's Brewery, after which he was one year at the Vancouver Brewery, which he transformed into a lager brewery. In November, 1888, he came to Tacoma to take an interest in the Puget Sound Brewery. They built the new brewery, which has a capacity of 150 barrels. Their principal market is Tacoma, but their business is spreading rapidly to other Sound cities.

Mr. Huth was married on May 21, 1891, to Miss Agnes Muehler, a native of Saxony.

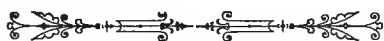


DR. CHRISTO P. BALABANOFF is a native of Bulgaria, and was born at Tirnova on the 15th day of December, 1858. His parents were Peter and Stanco Balabanoff. At the age of fifteen he came to America, and after a few months in New York, went to Clinton, New York, where he first entered the grammar schools and afterward the Hamilton College, from which he was graduated in 1885. He then entered the medical department of the New York University, where he was graduated in 1888. Immediately after graduation he went to Vienna and attended the *Allgemeinen Krankenhaus*, connected with the University of Vienna, for one and a half years. After spending a few months in the hospitals of Paris and Lon-

don, he returned to America and began to practice in Tacoma, in August, 1890, where he has since remained.

Dr. Balabanoff was married in New York, on July 15, 1890, to Miss Ella A. Moore. They have one child, named Slava Stocktridge.

Dr. Balabanoff is well known in Tacoma and the entire Northwest as an eye and ear specialist, and in connection with his eminent brother, Dr. Ivan P. Balabanoff, enjoys a large and lucrative practice. He is a member of Lodge No. 123, I. O. O. F.



L G. ABBOTT, a resident of Olympia, Washington, was born near Detroit, Michigan, in February, 1829, son of Samuel H. and Therese (Beaufait) Abbott, also natives of that State. At the age of eleven years young Abbot entered a printing office to learn the trade of printer, remaining three years. Then, with the death of his mother, he left home and went to Mackinac, and in the spring of 1847 went to the Lake Superior country, where he engaged in copper mining. In 1848 he returned to Coldwater, Branch county, Michigan, and in 1850 was married to Miss Irene Janes, a native of New York. Mr. Abbott was then engaged in farming until the spring of 1854, when, with a party of men, he started for California, making the journey with ox teams and enduring many hardships. Their cattle gave out at Mormon Station, and from that place they packed their effects to Placerville.

Upon reaching the El Dorado of the West, Mr. Abbot engaged in mining at Placerville, continuing there and at Mud Springs and Georgetown for several years. In 1857 he sent for his wife and child, who came out via the Panama route and joined him at Georgetown. In 1860 he quit mining, having then only barely enough funds with which to move his family and effects to Olympia, Washington, where he again engaged in printing, finding employment in the office of the Washington Standard. In the fall of 1860 he pre-empted a farm seven miles south of town, improved the same and moved his family to it. Here he followed agricultural pursuits and at intervals was engaged in the publishing business. In partnership with John R. Watson, he bought the office of the old Pioneer & Democrat, the first paper

published in the then Territory, which they changed to the Tribune. They also bought the old Ramage wooden press, the first printing press brought to the northwest coast. This press they removed to Seattle and there started the Gazette, the pioneer paper of that city. Randall H. Hewitt subsequently bought the Watson interest in the Tribune, and the firm of Abbott & Hewitt continued three years, when Mr. Abbott sold out. He was also interested in publishing the Commercial Age, and, in partnership with C. B. Bagley, established the Echo, which they conducted about two years. Mr. Abbott then sold out and retired to his farm, which, by subsequent purchase, he had increased to 480 acres. He cleared 100 acres, and devoted his whole time and attention to farming and stock-raising until 1882, when, giving the management of the ranch over into his son's hands, he came to Olympia and opened a grocery store, continuing the same until the spring of 1889.

Mrs. Abbott departed this life in 1887, leaving two children: Amelia T., wife of Joseph Chilberg, and William J., who is engaged in farming.

In 1889, after an absence of thirty-five years, Mr. Abbott made his first visit to the scenes of his childhood, meeting brothers and sisters who seemed little less than strangers. He was married that autumn, at Coldwater, Michigan, to Mrs. Helen N. (Harmon) Nye, and with her returned to Olympia.

Upon his return to this city, Mr. Abbott engaged in real-estate speculations. He still owns valuable property, both improved and unimproved, in the city and vicinity. In 1891 he bought his present residence, it being the old homestead of the C. P. Hale donation claim, pleasantly located on the water front on the East Side.

Socially, Mr. Abbott affiliates with the F. & A. M. He served one term as County Treasurer.

Such is a brief sketch of one of the worthy citizens of Olympia—a man well known and highly respected for his many estimable qualities.



J NELSON LAUBACH, Clerk of Jefferson county, was born at Tiffin, Ohio, August 4, 1855, a son of Rev. Abraham and Emeline (Pollock) Laubach, natives of Penn-

sylvania. The father remained on a farm to the age of twenty years, after which he learned the printer's trade in the office of the Advocate, at Pittsburg, Pennsylvania, and subsequently followed his trade at Charleston, West Virginia. At the latter place he also became active in the Methodist Episcopal Church, and was licensed to preach. Mr. Laubach next removed to Mount Vernon, Ohio, where he followed his trade during the week, and preached on Sundays. In 1850, at the request of General William H. Gibson, he located at Tiffin, Ohio, where he conducted the Tiffin Whig for several years. He next went to Dallas, Iowa, where he was actively engaged in the teaching of Divine truths in various parts of the State. Under the influence of his preaching about 3,000 souls were added to the church. In 1871 Mr. Laubach was transferred by Bishop Janes to the Oregon conference, which at that time included the Territory of Washington, and was stationed at Port Townsend, where he labored hard, with inadequate support. In 1872 he removed to Portland, and, by appointment of Bishop Harris, supplied the Hall Street Church. While there he also acted as publisher and business manager of the Pacific Christian Advocate. At the close of the second year, and on account of failing health, he took a superannuated relation, and returned to his home, which he had previously located, at the head of Port Discovery bay. He there passed the closing years of his life.

J. Nelson Laubach received his education in the public and high schools of Iowa. In 1871 he removed with his parents to Port Townsend, where he spent one year on a farm, and was then employed about the sawmills in that city, first in wheeling slabs. By frequent promotions he was finally employed in the store, where he remained until 1877. Mr. Laubach was then engaged in clerking in a store at Portland, Oregon, for a few months, next followed the produce commission business until 1880, was then connected with merchandising and the drug business at The Dalles, and in the fall of 1883 returned to Port Townsend. He then became manager of the Port Townsend sawmill, but three years later the mill was leased to George W. Downs, by whom Mr. Laubach was employed as bookkeeper and superintendent. In 1893 he resigned his position, to enter upon the duties of his present office, to which he had been elected in November 1892. He was one

of the few Republicans to receive a majority.

In Port Townsend, in June, 1884, our subject was united in marriage with Miss Ida May Van Husen, a native of Sacramento, and a daughter of J. H. Van Husen, a California pioneer. Mr. Laubach has served as secretary and chairman of the Republican Central Committee, and in 1890 was appointed by Governor Elisha P. Ferry as a member of the Board of Health of Puget Sound. He owns improved and unimproved business and residence property, and is active in such enterprises as conduce to the development of Port Townsend, the Key City to Puget Sound.



L EVI CLANTON, general blacksmith and dealer in agricultural implements, Centerville, Klickitat county, Washington, is a native of the State of North Carolina, born November 3, 1836. His parents, Isaac and Sallie (Engelfinger) Clanton, were natives of Saxony, Germany, and in their youth emigrated to America, being married after coming to this country. Levi Clanton grew to maturity at the place of his birth, and when he was of proper age he went to learn the trade of edge-tool maker at the old Lincoln factory. After he had served his term of apprenticeship he set up a shop at Long Island factory in Catawba county; after three years he went to Spartanburg, South Carolina, and there was in the employ of Fowler, Foster & Company, carriage manufacturers. It was during his residence here that the Civil war broke out, and he soon enlisted in the State service; going to Charleston he became a member of the Fifth South Carolina Regiment, and proceeded to Fort Moultrie, where he was stationed six weeks; thence he went into Virginia and entered the regular Confederate army, after which his regimental name was changed to "Palmetto Sharpshooters." His capabilities as a mechanic were soon discovered and after this he was made brigade blacksmith, serving in this capacity under General Jenkins and later under General Bratton. By special orders from military headquarters at Richmond he was transferred to the cavalry, and served in this department until the close of the war. Mr. Clanton was but 150 yards distant from General Lee at Appomattox when the famous Confederate chieftain tendered his sword to General Grant in

token of surrender. In the capacity of blacksmith his skill became known throughout the army, and he did all the shoeing for the generals of the Confederacy.

When hostilities ceased he returned to Sparta'sburg and opened a shop which he ran until November, 1867, when he went to Clinton, Anderson county, east Tennessee. For four years he carried on a general business in his line, and at the end of this time went to Fincastle, Campbell county, Tennessee, where he continued two years; removing to Jacksboro he made his home there for a year and a half.

In 1882, he went to The Dalles, Oregon, and after a year there, came to Centerville, Washington, where he was one of the first settlers. Besides doing a large blacksmithing business Mr. Clanton is agent for C. H. Dodd & Company, Portland, dealers in farm machinery and all kinds of vehicles; for the Russell Company of Portland, dealers in traction engines, separators and sawmills; for J. M. Arthur & Company, manufacturer of "Old Hickory" wagons; and for the John Poole Company, manufacturers of the Star wind-mill and all kinds of pumps and traction engines.

Mr. Clanton is a member of the Goldendale Baptist Church, and has been a preacher of this denomination since his ordination at Oak Grove Church, Audubon county, Tennessee, in 1875. When he came to this county he brought with him the signatures of many of the leading people in the section of the State which had been his home, testifying to his merit and capabilities as a minister of the Gospel. He was united in marriage in Lincoln county, North Carolina, April 1, 1853, to Miss Pamela Frances Sanders, who was born in the county where her marriage occurred. They are the parents of a family of nine children, six of whom are living: Elizabeth, wife of W. T. Wallace; Ladora, wife of Alfred Longmier; Emma, Edward, Nellie and Lee; the children who died were: Avery, Lina and John W.

FRED L. MACK, an energetic young farmer of Klickitat county, has been a resident of Washington since 1889, and since that time has given his undivided allegiance to this progressive commonwealth. He was born at Brimfield, Peoria county, Illinois,

December 8, 1869, a son of Enos and Mary (Berrian) Mack. His mother died when he was but nine years of age, so he was deprived in childhood of her gentle, loving care and guidance. He grew to maturity amid the scenes of his birth at Brimfield, and received his education in the common schools of the village. In early life he became accustomed to the labor of the farm and was well trained in all branches of husbandry.

As above stated, Mr. Mack removed to Washington in 1889, and settled in the vicinity of Chamberlin Flat, where he was employed until April, 1892. He then acquired by purchase 160 acres on the Flat, situated seventeen miles from Goldendale. He has been devoting his energies to the cultivation of this tract, and in 1893 had a grain and hay crop of thirty acres. He has begun to stock the place with horses and cattle, and will eventually engage in this business quite extensively. There is a good dwelling-house on the place, and Mr. Mack has planted a small orchard containing a choice variety of fruits that grow well in this climate. He has made most creditable progress in his agricultural ventures, and is personally recognized as a desirable acquisition to the county in which he resides.



JOSEPH E. EATON, an honored pioneer of Clarke county, Washington, is entitled to representation in this history, having done his share in bringing to light the hidden resources of this great commonwealth, and prepared the way for the onward march of civilization. He is a native of this State, born August 10, 1854, three miles above Woodland in a portion of Clarke county which has since been included within the borders of Cowlitz county. His parents were Joseph and Charlotte (Crist) Eaton; the father was born in Clark county, Illinois, and the mother removed to that State from Indiana. In 1852 they crossed the plains, seeking a home on the untried shores of the Pacific coast. Arrived in Oregon Mr. Eaton took up a donation claim in 1853, and the following year his son Joseph E. was born amidst the wild scenes and rude surroundings of the frontier. Joseph Eaton died at Vancouver, Washington, May 3, 1873; his wife survived him until April, 1881. The boyhood and youth

of our subject were spent on the old donation claim of his parents. When he was sixteen years old the family were washed out by high waters, and afterward removed to the settlement in which Mr. Eaton now resides. About 1877 he purchased a tract of land on Chelachie prairie, on which he lived seven or eight years; he then sold out and came to the ranch which he now occupies; this was formerly the property of his father and brother. He has 109 acres, thirty acres of which are cleared and devoted to the raising of hay. Mr. Eaton gives special attention to the raising of live stock, his finest specimens being of Holstein breed. He is very systematic in all his operations, and manages his business with excellent judgment and satisfactory results.

He was married in that part of Washington now in Cowlitz county, to Miss Alice C. Burt, a native of California, born in San Joaquin county, and a daughter of Andrew Jackson Burt. Mr. and Mrs. Eaton have had born to them a family of eight children, one of whom, Jesse Franklin, died in infancy; those surviving are: Anna Stella, Emma, Charlotte, Joseph, Jeremiah, George and Lena.

Mr. Eaton is a member of Lewisville Lodge No. 97, I. O. O. F. Politically, he adheres to the principles of the Republican party, and zealously supports his views on the leading questions of the day. He has served as Clerk of his school district, and has also held the office of Constable and Road Supervisor.

EDWARD A. LORENZ was born in Prussia, Germany, at the village of Pritznalk, on April 18, 1838. His parents were Carl and Sophia (Lindgruhn) Lorenz; the former a miller by trade and the owner of his own mill property. Edward A. was reared and educated in his native village. After passing the common school he attended the high school one year. When about sixteen he remained at home with his father for four or five years, but later went on a large farm as manager and overseer, which occupation he followed for fourteen years. In 1860 he went in the army, entering the Guards of Berlin, and remained there one year. In 1871, he emigrated to New York, but remaining only a few days started west. 1872 was spent in traveling from one place to

another stopping at none for more than a few weeks. During the course of this travel he was at Grand Rapids, Michigan; Milwaukee, Wisconsin; Iowa and St. Paul, Minnesota; finally in the early part of 1873 he went to California, locating in San Francisco until August of that year when he went to Victoria, British Columbia, from which place he came to Tacoma. After a short stay he took up a claim at Orting, and spent three years planting potatoes and vegetables. He soon, however, recognized the possibility for larger profits in the hop industry and so reared his first crop in 1877. His land produced 1,500 pounds to the acre, which he marketed at six cents. The next year he got eight cents and the year following twenty-eight cents per pound. In 1883 he marketed his entire crop at sixty-three cents per pound, and realized on seven acres of land \$7,000, clear of expense. He then began to buy Tacoma city property, selling it to advantage again, and re-investing his money. He afterward sold the town of Outing 160 acres of land for the Soldiers' Home.

Mr. Lorenz was married on July 10, 1882, to Miss Ernestina Wolfmann, a native of Germany. She died in March, 1888, leaving one child, Annie. He was married again on February 10, 1889, to Miss Annie Mavur, a native of Canada. She also died on December 25, 1890.

WILLIAM SIBURG began the business of bottling beer in Tacoma in 1886, and was the first to start this line of business in that city. He removed from his old stand on Eighth and Pacific streets in 1888 to his present location, and started under the name of the Eagle Bottling Works. For the last two years he has been confining his business to bottling of soda and mineral water and sells his product to all the neighboring towns as far east as Ellensburg and Yakima.

Mr Siburg is a native of Germany, born on January 26, 1855, in the city of Brunswick, Dutchy of Brunswick. His parents were Wilhelm and Louisa (Andrecht) Siburg; the former a government officer in the service of the railroads and formerly in the Custom Department. William was reared and educated in his native place until fourteen years of age, when he was sent to a commercial school. At

twenty he entered the army in the Ninety-second Regiment of Brunswick and was stationed in Alsace and in the garrison at Metz. He served actively for two years. 1880 he emigrated to America, coming direct to New York city, where he remained one year, then going to Philadelphia and later to Atlantic City; thence to Cincinnati, and then back to Atlantic City; thence to Brooklyn, and from there to San Antonio, Texs. In 1884 he went to Portland, Oregon, and after a year opened a business there which he ran for a year, when he came to Tacoma as Henry Weinhardt's agent, and later started in business for himself.

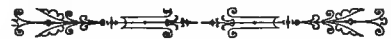
He is a member of German Sons of Hermann and was a charter member and is the oldest ex-president. He is Noble Grand of the Steuben Lodge No. 65, I. O. O. F. He is also a member of Schiller Grove, No. 1, U. A. O. D., a new lodge in Tacoma. Of the German societies, he is a member of the Plattdeutsche Verein and of the Germania Society.



HUGH L. THOMAS, one of the active young business men of Seattle, was born at Wellsville, Ohio, December 22, 1868, the only living child of John and Elizabeth (Bean) Thomas, natives of New York and Pennsylvania, respectively. The paternal ancestors of our subject were from England, and were among the Puritan settlers of New England, locating at Plymouth, Massachusetts, where the family have since taken an active interest in the town, and are still largely represented there. John Thomas, great-great-grandfather of our subject, was a surgeon in the Revolutionary army, and an intimate friend of General Washington. Other members of the family have been distinguished in matters of church and State. The maternal ancestors were of Scotch-Irish descent, and were among the pioneers of Pennsylvania. They were famed as hotel managers, one family having owned the celebrated Red Lion Hotel of Pittsburg, so well known in the early '40's. John Thomas, father of our subject, was prominently connected with railroad interests, and for many years was General Superintendent of the Pennsylvania system west of Pittsburg. He retired from active business in August, 1891, and now resides in Cleveland, Ohio, engaged in looking after his private interests.

Hugh L. Thomas received his education in the public and high schools of Cleveland, also at the Western University, at Pittsburg. At the age of fifteen years he entered into railroal life, which he followed at Pittsburg and Cleveland until 1888, and in that year made a prospecting tour through the South and West. He arrived in Tacoma, Washington, in August of the same year, and, being reduced in finances, accepted the first position offered, which was as porter in the Tacoma Hotel, at \$30 per month. A few months later Mr. Thomas secured a position with the real estate firm of Eshelman, Llewellyn & Company at Seattle, in superintending their advertising department, which amounted to \$40,000 per year, and in looking after Eastern investments. In the spring of 1892 Mr. Thomas severed the above connection to take the active management of the Dwamish Construction Company, of which he was an incorporator and Vice-President. The company was organized to construct the lines of railroad projected by the West Side Traction Company, and they now have under construction the electric line across the tide flats, connecting Seattle with the West Side. Mr. Thomas is one of the developers of the West Side, where he resides, and owns valuable residence property.

In Cleveland, Ohio, April 2, 1890, he was united in marriage with Miss Lucy F. Robinson, a native of that city. They have one child, John Thomas. Mr. Thomas is a member of the Knight Templars, the F. & A. M. and of the Rainier Club. He is a man of public spirit and enterprise, who, by personal effort, has surmounted many of the hardships of life, and attained a position of trust and responsibility.



HENRY O. GEIGER was born at Marion, Ohio, on July 7, 1852, his parents being Daniel and Margaret (Holverstott) Geiger, the former a native of Pennsylvania, the latter of Ohio. At the age of fourteen years, the subject of our sketch, left home and began to travel from one State to another, working as he went, on farms principally, finally reaching California. He met many hardships and sometimes was compelled to resort to divers odd jobs to make a living. While in California he chopped oak wood for \$1 a cord. He reached Tacoma in August, 1873. He obtained work on the railroad then building from Tenino,

Washington. He finally took up ninety-five acres of land on Boat island and spent six years improving it, but the survey was canceled and the land company secured it. He worked at anything his hands found to do, and for almost any compensation. From 1874 to 1881 he spent most of the time east of the mountains steamboating and at work for the Government on the upper Columbia and Snake rivers. In 1881 Mr. Geiger settled in Tacoma permanently and in 1882 was elected Street Commissioner and served two years. He then began contracting and in 1883 got a water plant and began pile-driving, being the first one in that business in Tacoma. He is a member of the firm of Geiger & Zabriskie, which has done some of the largest contracting work on Puget Sound.

He was married in Portland, September 2, 1879, to Miss Jeanette Halsted, daughter of Jacob Halsted, one of the pioneers of Tacoma. He is a Republican, and was one of the commissioners appointed to frame the Tacoma city charter.

Mr. Geiger is general manager of the firm of Geiger & Zabriskie, an account of whose work is given elsewhere on these pages.



JOHN LEO was born at Scariff, Clare county, Ireland, on December 25, 1846. His parents were Elward and Mary (Naylon) Leo. When he was a mere infant his parents emigrated to America, stopping a year in New York State and then going farther west to Faribault, Minnesota, where their son grew to manhood. He was educated in the Seabury University of that city and at St. Francis' College in Milwaukee, finishing his studies at St. Vincent's College, St. Louis, in 1867. He taught school for a year and then went with John H. Case, an attorney of Faribault, and studied law until 1872, when he was admitted to the bar. He opened an office in Faribault, and shortly afterward was elected and served three years as Municipal Judge of Faribault. From 1877 to 1879 he lived at Bismarck, North Dakota, but not liking this country particularly he returned to Minnesota, in Polk county, where he resided, following his profession of law, until 1887, when he removed to Helena, Montana; from there, after a two years' stay, he came to Tacoma, in 1889. He began practice alone, but in 1890 he went in partnership with A. N.

Jordon, under the firm name of Leo & Jordon, which continued until January, 1893. On November 8, 1892, Mr. Leo was elected to the State Legislature from the thirty-sixth district, which was Republican. As a legislator, he served on the following committees: Judiciary, Insurance, State School and Granted Lands, Municipal Corporations, Rules and Order, Privileges and Elections.

Mr. Leo has always taken an active part in Democratic councils and politics in whatever community he has been. While in Minnesota (Polk county) he was County Commissioner for 1881-'82-'83, and in the fall of 1884 was elected Prosecuting Attorney of Polk county for the term of 1885-'86.

Mr. Leo was married on December 27, 1884, to Miss Caroline Waak, a native of Germany.



PREVOST & PFEIFFER.—This firm began business in Tacoma in the year 1889, starting at that time in what is their present location.

The firm consists of George Prevost and Anton Pfeiffer, and their business is the manufacturing of office and bank furniture and fittings. Their trade extends all over the Puget Sound country, and even the State of Washington.

Mr. Prevost came to Tacoma about the same time as did Mr. Pfeiffer and has been associated with the latter during the past fourteen years.

Anton Pfeiffer is a native of Switzerland and was born on July 19, 1852, his parents being Luzi and Katherine. At the age of fifteen he was put at the trade of cabinet-making and followed his trade in his native place for some years. In the year 1873 he reached New York, sailing direct from Havre, France. With only a short stay in New York he went to Chicago and remained there only one week, going thence to Stevens' Point on the Wisconsin Central Railroad, where he engaged in the car shops at his trade. He remained there about four years and then went to Hillsdale, Michigan, where he worked for F. M. Bughtman in a furniture factory about four years. In 1884 he went to Portland, Oregon, and after working a short while there in Powers' furniture factory he finally went to Tacoma and worked in the Tacoma furniture factory for some years. Then he engaged with others in the same business a

few years, when he established his own business under the firm name of Prevost & Pfeiffer.

Mr. Pfeiffer was married at Hillsdale, his wife being a native of Kalamazoo, Michigan. They have two children, William and Beatrice.



HARRIS A. CORELL, a prominent attorney of Tacoma, was born January 19, 1859, in Centerville, Crawford county, Pennsylvania. His parents were Lucius H. and Mandana F. C. (Harris) Corell, the former a native of New York, the latter of Vermont. When Harris A. had reached the age of seven the family moved to Chautauqua county, New York, where he was reared. He received a common-school education at the district school, and later on attended the State Normal School at Fredonia, New York, where he took an academic course. He began the study of law with the Hon. David B. Hill at Elmira in 1880, and after remaining with him three years went with him to Albany, after Hill's election as Lieutenant-Governor of New York, and attended the law department of Union College at Albany, and was graduated with the degree of Bachelor of Law in 1883. In May of the same year he was admitted to the bar before the Supreme Court of New York, at Binghamton. He began the practice of law at Elmira, but later removed to Albany, where he continued his practice with Louis W. Pratt and Gaylord Logan, under the firm name of Pratt, Logan & Corell. For seven consecutive years, from 1883 to 1889 inclusive, he was associated with the New York Senate,—the first three years in a clerical position, the other four years as the official stenographer of the Senate. During these years he reported several very important Senate investigations, including the so-called Jake Sharp Broadway Surface Railroad investigation, in which Hon. Roscoe Conkling was the leading counsel. This work and his Senate work brought him in contact with most of the leading men of the State of New York. He has always been an active Republican, and during the national campaign of 1888 he was assistant secretary of the National Republican Committee, with headquarters at New York city.

During the years 1887 to 1889 he employed his spare time in the preparation of a three-volume work on Practice, which was projected and carried forward by the Hon. William Rum-

sey, then and now one of the Justices of the Supreme Court of New York. This work was a comprehensive one, covering the entire subject of practice under the New York code of civil procedure. Mr. Corell had the entire charge of the preparation of copy, and wrote fifteen of the chapters of the work, prepared indexes, etc. After completing this work he came to the State of Washington, in January, 1890, located at Tacoma, and began the practice of his profession. He practiced alone until January, 1891, when he formed a partnership with Hon. Galusha Parsons, which still continues.

In 1892 he was elected to the City Council of Tacoma, and at the first regular meeting was chosen president, and now remains in that capacity. He has been chosen delegate to all the city, county and State Republican conventions since arriving at Tacoma, excepting the one when he was a candidate for the Council.

He was married in 1883. His wife, Jennie F. C. Lusk, was a native of Erie county, New York. They have two children, Alice F. and Gertrude E. He is a member of State Lodge, No. 68, F. & A. M.; also of Tacoma Chapter, No. 4, and of the Universalist Church.



DR. MAURICE M. DODGE was born in New Lyme, Ashtabula county, Ohio, on the 28th of October, 1842. His parents were William E. and Delilah (Stultz) Dodge; the former was born in Connecticut, the latter near Rochester, New York.

Maurice M. Dodge, the subject of this sketch, was reared on the farm until he was fifteen years old. He began the study of medicine when sixteen, with Dr. Porter Key, of New Lyme, and read with him for three years, teaching school meanwhile.

He then went into the old Commercial Hospital at Cincinnati (now the Cincinnati Hospital), one of the largest in the United States. In 1863 and 1864 he attended the medical department of the University of Michigan at Ann Arbor, and being anxious to join the army was given a certificate entitling him to practice. He entered Company D, Fortieth Wisconsin Volunteer Infantry, and proceeded with his company to Memphis, Tennessee, where he was detailed to the Adams Hospital and served on the staff of the surgeon in charge until the end of the war and the closing of the hospital in the fall

of 1865. After this he went to Chicago, and engaged in practice until 1871 when the great fire occurred. He then began attendance at the Hahnemann Medical College, Chicago, and was graduated there in February, 1872, and two days later he went to Albert Lea, Freeborn county, Minnesota, and practiced there until he came to Tacoma, on October 12, 1888, where he has since remained. He bought property in the vicinity of Ninth and I streets, and built an office; the locality then being virtually in the woods, though the growth of the city has since been such as to leave his property in the heart of Tacoma.

Mrs. Dodge was formerly Miss Lucy Heading Norton, a native of New York. They have one child, Louis Norton Dodge, who was born in 1873. He is now attending the Northwestern University, at Evanston, Illinois.

Dr. Dodge is a member of Tacoma Lodge No. 22, Free and Accepted Masons; Custer Post, G. A. R., Tacoma; A. O. U. W. No. 32, Tacoma; and Pierce county Medical Society.



I A. WOLD, the founder of the town of Inglewood, Washington, has for several years been connected with various interests in King county. A brief sketch of his life is herewith given.

I. A. Wold was born in Norway, November 27, 1841, son of Andrew and Barbara (Delathmit) Wold. He came to America in 1864, landing in Quebec in June. Shortly afterward he went to Chicago, whence he directed his course to San Francisco, where he spent one year. He then came to Seattle, Washington, arriving here in June, 1866. He opened a shoe establishment on Commercial street, and some time later removed to Yesler avenue, where he did an extensive business, furnishing shoe supplies to smaller dealers throughout the Sound country.

Mr. Wold, in company with his two brothers, Peter and L. A. Wold, and with J. J. Jones, bought 160 acres of land in the Squak valley, for which they paid \$5,000. This was in 1867. In 1868 they planted half an acre in hops, purchasing the required two thousand plants from Ezra Meeker, of Puyallup. These were the first hops ever raised in King county. From time to time they have planted more until now

they have fifty acres in hops. In 1891 they built a hop house. L. A. Wold had been managing the place for the company, and it was not until the spring of 1868 that the subject of our sketch came here. Shortly afterward he took up a claim where the town of Gilman now stands, his claim comprising 160 acres. He got title to this tract of land under the pre-emption law. It was not, however, until five years later that he secured his title. After securing his title he returned to the hop ranch, where he lived until 1887. That year the railroad was built into Gilman, and the following year the first coal was shipped from the mines of this place. In 1887 Mr. Wold returned to his pre-emption claim, and in the fall of 1888 platted the town of Inglewood, the town site covering forty acres. The mines known as the Gilman mines were named in honor of a Seattle capitalist, and by general consent the town is now known by the same name. The post office has still another name, Onley, there being already a post office by the name of Gilman in this State.

Mr. Wold was married January 1, 1893, to Amelia Walter, a native of Denmark.



WALTER U. SMITH is of the firm of R. B. Smith & Son, originally consisting of his father and himself, and engaged in the general grocery business in Tacoma. The business was organized and started in 1890, soon after the arrival of his father, R. B. Smith, who was a native of Illinois. His mother was a Miss Lawrence, a native of Ohio. He has one brother, William A. Smith, and one sister, Elizabeth V. Smith.

In September, 1892, the subject of this sketch succeeded the old firm of R. B. Smith & Son in business, and now conducts it alone. He was born in Sangamon county, Illinois, on the 17th day of July, 1869. He spent his early years on a farm, and received his education at the country schools. In 1886 he went to Harvard, Nebraska, and there engaged in the grocery business, remaining two years, when he went to Topeka, Kansas. After a stay of seven or eight months there, he located in Nevada, Missouri, where he worked in a tobacco manufactory for his uncle. In the spring of 1888 he came to Tacoma. He first secured work with the car

company, then with the ice company, finally going in the grocery business with his father, and afterward succeeding to the entire business.

Mr. Smith is a member of the A. O. U. W., Tacoma Lodge, No. 32. He is a Republican politically.



OLIVER C. SHOREY, one of the respected pioneers of Washington, was born in Litchfield, Maine, July 19, 1831. His American ancestors were among the early settlers of that State, and were agriculturists.

Our subject, whose name heads this sketch, was reared and educated in his native town, spending his summers in farm duties and his winters at school. At the age of twenty years he prepared for self-support by going to Lowell, Massachusetts, and learning the trade of cabinet-maker. By the fall of 1853 he had completed his apprenticeship, and he then went to California, by way of New York and the isthmus, arriving at San Francisco December 10. Spending the winter in the city in a varied occupation, he went the next June to the mines of Calaveras county, where his experiences were marked with the usual vicissitudes of all miners. In 1858 he started for the center of the scene of the Fraser river gold excitement, going by water to Victoria, British Columbia, but at the latter place he had to wait for the high waters to subside, during which interval prospectors began returning who pronounced the mines overestimated. Mr. Shorey then changed his plans and came down the Sound to Steilacoom, which at that date was the chief town on the Sound. At this place he engaged in carpentry, and later opened a shop for cabinet-work. Entering into partnership with A. P. De Lin, now of Portland, he conducted the leading business of the town in house-building. He was Justice of the Peace also in 1859-'60. During the year of 1861 he secured the contract for making desks, furniture, etc., for the Territorial University at Seattle, and consequently he removed to that place, where he has since resided. After completing the contract the partnership was dissolved. Mr. Shorey then opened a store for the sale of furniture, wholesale and retail, under the firm name of Russell & Shorey, which was the first store of its kind in Seattle. This partnership was dissolved in 1872, Mr. Shorey retiring.

From 1864 to 1872 Mr. Shorey was Treasurer of King county, elected by the Republican party, and served eight years. In 1874 he returned to Lowell, Massachusetts, and engaged in business with his brother John for two years. In 1876 he returned to Seattle, and entered the undertaking business, in which Mr. L. W. Bonney subsequently bought an interest, the firm name becoming O. C. Shorey & Co. This relation continued until the spring of 1889, when our subject sold out and retired from business.

In 1865 he erected his house on the corner of Third and Columbia streets, cutting a road through the woods for the delivery of the lumber and material. There he resided until the fire of 1889, after which he erected the Shorey Block upon the same site. He built his present handsome cottage in 1891, on the corner of Thirteenth and Seneca streets, and there, surrounded by every comfort, he is passing the closing years of life, and enjoying the friendship and esteem of a large circle of acquaintances.

He was married in Steilacoom in 1860, to Miss Mary E., daughter of Timothy Bonney, who died in 1852, of cholera, upon the plains, his family continuing their journey on to Oregon. Mr. Shorey has two children: Leilla S., wife of Dr. E. C. Kilbourne, and George B. Mr. Shorey has received both the York and Scottish rites of Freemasonry, and has held responsible positions in the Masonic order. He is also a member of the K. of P. and the A. O. U. W.



AG. PROVINÉ was born at Vermont, Fulton county, Illinois, on the 9th of November, 1849. His parents were William and Pauline (Scott) Provine, the former a native of Ohio, the latter of Kentucky. They are both living now in Fulton county, Illinois, his father being a miller and having followed that business all his life.

Mr. Provine was brought up in his native town, and was educated there. When fourteen years old he learned the trade of tinner with the hardware firm of E. E. Dilworth, with whom he remained four years. In 1878 he went to Burton, Kansas, and followed the hardware business there for about three years, and afterward in Hutchinson. In 1890 he came to Washington

and located in Puyallup. On reaching here he engaged as salesman with the hardware house of J. H. Spencer, with whom he remained until the Puyallup Hardware Company was formed, shortly after which he became its vice-president. He soon afterward began giving his attention to the invention of a machine for "spraying" hops, and succeeded in securing patents on the same in March, 1893. He called his invention the Puyallup Hop Sprayer, and it has received the favorable attention of the leading hop raisers of this and other sections.

Mr. Provine was married in Kansas, December 20, 1881, to Miss S. A. Frayne, a native of Kentucky. They had four children: Alice F., Louis, Nellie and Albert Russell.

Mr. Provine is vice-president of the Puyallup Hardware Company, and a member of the A. O. U. W., No. 103, Burton, Kansas, of which he was a charter member.



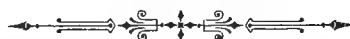
JAMES A. SMITH, the present (1892) Assessor of Thurston county, Washington, was born in McHenry county, Illinois, in 1846. His parents, Ephraim J. and Helen (Acker) Smith, were natives of Vermont and New York, respectively. In 1844 they emigrated to Illinois, Chicago then being a small town and the State thinly settled. His father followed farming until 1849, when he removed to Wausau, Wisconsin, and turned his attention to lumbering interests, which he continued through life. He served his country as a soldier in the war of 1812, being with General Scott at the battle of Lundy's Lane and also took part in the battle of Black Rock.

James A. was educated in the common schools of Wausau and at that place learned the trade of carpenter. In 1864, though but eighteen years of age, he enlisted in Company D, Fifth Wisconsin Volunteer Infantry, and served in the Sixth Corps, Army of the Potomac. His company took part in the siege of Petersburg, and, in the spring of 1865, was at Sailer Creek while pursuing Lee's army, and was present at that General's surrender. The Sixth Corps was then sent to Danville, Virginia, to intercept Johnston's retreat to that place. This corps then marched to Washington and after the grand review was discharged. Mr. Smith's only two living brothers, Curtis N. and William H.,

were also in the war of the Rebellion until its close. After the close of hostilities, Mr. Smith, of this notice, returned to Wausau, and the following two years was engaged in the lumbering business. In 1868 he removed to Monroe county and began farming.

He was married at Tomah, Monroe county, Wisconsin, in 1871, to Miss Alice Ward, a native of that State. They continued to reside there until 1875, when they emigrated to California. After a few months' sojourn in the Golden State, they came north to Washington, locating at Olympia, where Mr. Smith engaged in logging. In 1876 they moved to Tenino, he finding employment here at the carpenter's trade. In 1878 he was deeply afflicted by the death of his wife, who left him with four little children, Mary, Guy, Nellie and Harry, the oldest eight years, and the youngest eighteen months old. After the death of his wife Mr. Smith located a homestead near Tenino, and by persevering industry cleared and cultivated his land, and reared his little family. He is still engaged in agricultural pursuits and stock-raising.

In 1890 Mr. Smith was elected Assessor of Thurston county by the Republican party, and has proved an efficient officer. Socially, he affiliates with the A. O. U. W., I. O. O. F., and G. A. R.



MR. R. D. ROSS is of the firm of Ross & Papst, marine engineers and machinists, who are the only firm in Tacoma doing marine work exclusively. They began business in the latter part of 1889 in Quarter-master Harbor and after two or three months there, removed to their present location. Their work is confined to vessels that come to this port and they do most of the work of the steamers also.

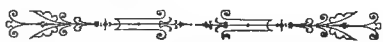
Mr. Ross, the subject of this sketch, was born in Philadelphia on November 22, 1860, his parents being Z. D. and Laura (Bessant) Ross. He received his education there and served his apprenticeship with the mining and stationary engineering firm of Hoff, Fontain & Abbott, with whom he learned the trade of stationary engineer. After becoming proficient in his trade with them he went with William Cramp & Sons and worked with that firm as marine machinist

eighteen months. Leaving Champ & Sons he followed this profession of marine engineer and machinist throughout eastern Ontario for several years, and later on the lakes, coming to the coast directly from Minneapolis, where he had been connected with the Minneapolis, Glendale & Minnetonka Motor Company for two and one-half years, the latter part of which time he was in charge of the shops. He reached the coast in 1889 and in two or three months started in business for himself. Mr. Ross is a member of Ark Lodge, No. 176, Free and Accepted Masons of Minneapolis.



JOHN HELMOLD is a well-to-do farmer, residing near Puyallup. His success is due to the combined influence of his native German endurance and American push and energy. He was born on May 24, 1853, in the province of Hanover, Germany. His parents were Gustav and Mary (Bohmann) Helmold. He was reared in Hanover and attended school until fourteen years of age, when he went to work to make his own livelihood. In 1879, he came to America from Hamburg on a steamer, landing at New York. He remained there only a few days and went to Minnesota, where he worked for nearly three years, and in 1880 came to Washington. After his arrival he worked for a short while as a teamster and, in 1883, bought the place where he now resides. This property he has developed from rough, uncleared land into a valuable farm, upon which he raises fruits and grain in abundance. He also has about twenty acres in hops.

Mr. Helmold was married on July 27, 1887, to Miss Anna Babler, a native of Canton, Switzerland. They have three children, namely: John, Otto and Mary.



GABRIEL McBRIDE, a prosperous farmer residing in Clarke county, was born in Indiana, October 18, 1838, and brought up and educated in his native State. His parents, John and Elizabeth (Johnson) McBride, had six children, of whom Gabriel is the second in order of birth. The father was born in Ireland in 1811, and brought to America when

eight years of age. In his youth he served an apprenticeship at the cabinet-maker's trade, which occupation he followed for many years. His death occurred in 1863. His wife was born in the State of New York, descending from one of the early and influential families of Kentucky, and she died in 1854.

The subject of this sketch was brought up a farmer. September 5, 1861, he enlisted in the Thirty-first Regiment of Indiana Volunteer Infantry, and after serving one year was transferred as a musician to the Fifty-fourth Infantry, in which regiment he completed his term of service, participating in the battles of Fort Donelson, Shiloh, Chickasaw Bluff, the siege of Vicksburg, etc.

He came to the Pacific coast, and after a few months' residence in Portland, Oregon, settled at his present place of residence, twenty-five miles north of the city of Vancouver. Here he has 180 acres of good land, forty of which are in a state of good cultivation. Four acres are in orchard, of which one acre is in prunes. Mr. McBride makes a specialty of raising livestock, principally cattle. Besides meadow, his place embraces a beautiful section of timber of some eighty acres.

He is School Director of District No. 22, is a staunch Republican, and a member of Grange No. 5, P. of H.

His family comprises a wife and four children: Oscar, Julia, Ida and Bertie. One daughter, Josephine, died September 18, 1890. Mrs. McBride, whose maiden name was Virginia Gowin, was born in North Carolina. She was appointed Postmistress of Hopewell about two years ago. The marriage of Mr. and Mrs. McBride took place in Illinois, March 7, 1867.



DOUGLASS W. COLLINS is prominently identified with the agricultural interests of Klickitat county, and is worthy of representation in this volume. He was born in Warren county, Missouri, November 5, 1838, a son of Smith and Eliza E. (Wyatt) Collins, natives of Virginia and Kentucky respectively. The paternal grandfather, George Collins, removed to Missouri in early days and settled in Warren county; his son Smith was a tanner and currier by trade, and pursued this avocation through life. He crossed the plains as early as

1846, and located in Polk county, Oregon, where he passed the remainder of his life. His death occurred in 1869, his wife surviving until 1873. Douglass W. is the fifth of their twelve children. He continued a member of the household until 1859, when he was married and began farming on his own account.

He removed in 1870 to Walla Walla county, Washington, and resided there four years; returning at the end of this period to Polk county, he made his home there until 1882, when he came to Klickitat county, locating at Oak Flat. Here he owns a farm of 400 acres, on which he resided until the removal of his family to Goldendale, when he engaged in buying and selling live-stock. He now resides four miles south of the town, where he owns a choice tract of 440 acres. He has 300 acres under cultivation, all of which was sown to grain in 1893.

Believing that through a new organization the needs of the people would be more quickly heeded by the Government, Mr. Collins has identified himself with the People's party, and in 1892 was the candidate for Sheriff. Two precincts of the county, however, were thrown out, and the election was decided against him. He has also been prominently connected with educational movements in the county, and served as School Director for many years. He is a member of the Knights of Pythias.

Our worthy subject was united in marriage, May 18, 1859, to Mrs. Sarah A. Shaw, a native of Missouri, and a daughter of John Wheeler, a pioneer of 1858. They have had born to them a family of ten children, three of whom died in infancy. Those living are: Smith F., Arthur J., Martha A. (wife of Philip F. Miller), Dora J., David C., George A. and Pearl B.

JOSEPH B. HIGDON, who has been a resident of Clarke county, Washington, since 1876, is a native of the State of Tennessee, born in Giles county, April 18, 1837. His parents, James and Ellen (Whiteneck) Higdon, were natives of North Carolina and Virginia, respectively; both are now deceased. Joseph B. is the third of a family of five children. As early as 1840 the family yielded to the pressure of western emigration, and joined a train whose destination was western Missouri;

after a period of seven years they moved to Union county, Indiana, and thence to Coffey county, Kansas, in 1859.

It was not until the centennial years of the independence of our Republic, that Mr. Higdon came to the Pacific coast. He located in Clarke county, and now owns a choice farm ten miles northeast of Vancouver, here he has a fine tract of 280 acres, 200 of which yield abundant harvests of hay and afford pasture land for cattle. Mr. Higdon is the proprietor of a large and thriving dairy business, now under the management of G. W. Robertson; the milk from thirty-four cows is made into butter, which finds a ready market in Portland.

As a member of the School Board for a number of years, Mr. Higdon was enabled to give vigorous support to educational movements, and assisted in the elevation of the standard in this county.

October 1, 1857, he was married in Indiana, to Miss Eliza A. Miller, a Virginian by birth. Of this union ten children have been born: Cynthia, John B., Jane W., Annie M., Martha H., Alexander H., Etta C., Charles T., Joseph C. and Nellie E.



WALTER C. NEVIL is one of the old and highly respected pioneers of Lewis county, and well worthy the space that has been accorded him in this volume. He has been a resident of this section during two decades, and has taken an active interest in furthering the development of both county and State. He can also claim the proud distinction of being one of California's early settlers, having crossed the plains with the gold-seekers in 1850. He engaged in mining at Georgetown, El Dorado county, and was very successful, not only in this occupation, but also in teaming and packing, which he carried on extensively in El Dorado and Amador counties. In 1859 he went to Oregon and located at Eugene City, where he was engaged in lumbering for a period of ten years; thence he removed to the Sound, and for three years carried on an extensive trade in lumber near Olympia.

In 1872 he came to Winlock, his present home, and the three years following conducted a sawmill at Napavine. He then purchased land, and turned his attention to agriculture.

Retiring from active pursuits in 1887, he made a trip to California, visiting the haunts of the early '50s, and living over again in memory many an interesting incident and thrilling adventure. He still owns his farm, which is a desirable tract of 162 acres, located one and a half miles east of Winlock; one half the land is under cultivation. Mr. Nevil also owns a part of a tract of eighty-two acres north of Winlock.

Going back to the early history of our subject, it may be stated that he was a native of Missouri, born in Pike county, March 10, 1833. His father, Samuel E. Nevil, was a native of Virginia, and removed from that State to Missouri in 1831, facing the dangers and privations of life on the frontier; he married Charlotte Boone, a descendant of Daniel Boone, and a native of Ohio; to them were born seven children of whom Walter C. is the eldest. He is a man of remarkable vigor, and although past three score years he has the strength that many a younger man might envy.

In 1862 Mr. Nevil was married in Oregon, to Miss Alice Johns, a native of Illinois; they are the parents of three children: John H.; Mary D., the wife of G. T. O'Riley; and William W.



ANTON HYLAK, a lumberman and miller of Lewis county, Washington, is one of the successful men of the county.

He was born in Bohemia, in the year 1837, lived there until 1867, and then emigrated to America. Here he established his home in Linn county, Iowa, and resided there seven years. He then moved to Washington and took up his abode in Lewis county, where for the past eighteen years he has been engaged in the lumber business, also operating a mill.

Mr. Hylak was married in Bohemia in 1862, to Miss Frances Dabraza. They have two children: Anna and Anton.



JULIEN BERNIER, who is identified with the agricultural interests of Lewis county, Washington, and who is a native of this place, was born in the year 1844. His parents, Marcel and Celie Bernier, was also natives of this coast, his father born in Spokane county,

Washington, in 1818, and his mother in Oregon in 1823. His father died in Lewis county, this State, 1891, and his mother passed away at the same place in 1892. They were well known among the pioneers of this section of the county and were held in high esteem.

Julien Bernier was married in 1866, to Miss Celis Garnett, and they have six children: Lucia, Peter, Maggie, Frank, Louisa and Allie.

Mr. Bernier was reared on a farm and has been engaged in this occupation all his life. He is one of the representative men of his vicinity, he and his family being among its best people.



HON. MARCIUS D. WOOD, a name familiar to the residents of Centralia, is prominently identified with the growth and prosperity of the town. Mr. Wood has resided here since 1888, and has never failed to carry forward his share of the burden that must be borne in the onward march of civilization. He was born in the State of New York, December 3, 1842, a son of Jehiel and Polly (Ferrin) Wood, who were also natives of New York State, descended from good New England colonists. William Wood, the paternal grandfather of our subject, was a soldier in the Revolutionary war, participating in the struggle with a fervor and zeal that was transmitted in patriotic sentiment to his descendants of the present generation. Marcius D. Wood has an honorable record as a soldier in the war of the Rebellion, one that would do credit to his worthy grandsire. He is the eldest of a family of seven children, and grew to manhood amid the scenes of his birth. At the age of nineteen years he removed with his family to Sheffield, Illinois, where he served an apprenticeship to a harness-maker and saddler, and has followed this trade through life.

Responding to the call for men to go out in defense of the old flag he enlisted in 1861 as a private in the Sixty-sixth Illinois Volunteer Infantry, and served with distinction through the entire struggle; he participated in the engagements at Ft. Donelson, Pittsburg Landing and Corinth, and many of less note; he was with Sherman on his memorable march to the sea, and received honorable discharge at Springfield, Illinois, in 1865. Resuming the more peaceful

pursuit of harness-making in Edgar county, Illinois, he remained there three years, and then went back to Sheffield; at the end of two years he visited Iowa and Wisconsin, returning to Illinois at the end of two years. Quincy, Michigan, was his next place of abode and there he dwelt eight years. The tide of emigration being westward he was caught in the flow, and drifted to Bismarck, Dakota; here he made his home until 1888, and in that year came to this coast, locating in Centralia. He established himself in business, and carries a well selected stock of harness, saddles, whips, robes and fine turf goods. He draws his patronage from a wide territory, and has the confidence and good will of a large circle of friends.

He has served three terms as chairman of the board of town trustees, and has been a director of the Board of Trade. He was elected Justice of the Peace in 1890, and is discharging the duties of this office with an impartial judgment. As a stockholder of the Brass & Iron Foundry Company, he has rendered that corporation excellent service; he owns some city property and a large body of timber-land. He casts his suffrage with the Republican party, and has always taken a deep interest in the issues of that body. He is a prominent member of the T. P. Price Post, No. 50, G. A. R., and is the present Adjutant of the U. S. Grant Post; he is also a member of the Royal Order of Good Fellows.

In 1873 Mr. Wood was married to Alice A. Walcott, a native of New York State; they are the parents of five children: Myra, is now Mrs. Eubank of this city; Clarence, Walter A., Alger and an infant daughter, Florence Ella.



DR. GEORGE V. CALHOUN, one of the pioneer physicians of Washington and a prominent citizen of this State, was born in Albert county, New Brunswick, on October 19, 1837, his parents being John and Mary (Brewster) Calhoun. The Calhoun family is of Scotch origin, and four brothers, the first in this country, came from the North of Ireland to America, and settled in Pennsylvania. They separated, one of them locating in Maryland and from this brother our subject is descended. His grandfather removed to New Brunswick, and there his father was born. The mother of our subject was born in New Bruns-

wick, whither her ancestors had removed from New England. When the subject of our sketch was quite young his father died, and at the age of thirteen he went to Boston, but four years later returned to New Brunswick, where he studied with Doctor Rufus Palmer until twenty years old, when he went to Europe and was graduated from the University of Glasgow, receiving the degree of M. D. in 1862. He remained there doing hospital work for two years when he returned to the United States and went into the army as Acting Assistant Surgeon under General Hancock. He served in the field until the close of the war and was mustered out in June, 1865. In the August following he came out to the Pacific coast by the Nicaragua route and landed at San Francisco. He took a vessel soon after arrival there and went to Victoria, British Columbia, and thence to Port Angeles, Washington. During the next year he established the marine hospital at Port Townsend and built the hospital building at that place. He remained in charge of this hospital and of the first marine hospital at Port Angeles until 1875, when he removed to Seattle, believing this city afforded him a larger field for practice. At that time there was only one other physician than himself. He remained there four years. Meanwhile Dr. Calhoun became interested in property in Skagit county, near La Connor, and there made his home, which he now retains. He has not practiced for the last two years, except in consultations.

He was married June 9, 1863, to Miss Ellen Mein, a native of Scotland and daughter of William and Ellinor Mein. They have nine children: William M., born in Seattle and is now First Lieutenant of Company B, First Regiment; Nellie; Maggie, wife of Prof. James Shields, of Skagit county; Annie; Alice; Laura; Grant and Scott, now sophomores in the Stanford University; and Arthur.

Dr. Calhoun is a member of the State Medical Society and of the Local Society and Ex-President of the State Medical Examining Board. He is a Republican politically and has been a delegate to all of the conventions with but one or to exceptions for a quarter of a century. In 1870 he was a member of the Senate and was President of the Board of University Regents for a number of years. He was named World's Fair Commissioner by the act of Legislature in 1891, and is now Executive Commissioner.

Dr. Calhoun is one of the oldest practitioners in the Pacific northwest, having practiced all the way from Cape Flattery to the British line, and there is no settlement on the Puget Sound in which he has not ministered to the sick.



CHARLES GLOCKLER is a native of Germany and was born at Carls-Baden on March 1, 1834. His parents were Ferdinand and Mary Glockler, the former being a gun-maker. Until fourteen years old Charles remained in his native place, finally leaving school to learn his father's trade of gun-making, which he followed for three years. In 1851 he emigrated to America, landing in New York, where he remained five years, working at his trade. In 1855 he went to California via Cape Horn making the trip on the ship "Camir Dove." After an eight months' voyage he arrived at San Francisco March 4, 1856. He joined his brother-in-law, Simon H. Lullner, in Yolo county, where he remained until 1871. He then went to Peru, South America. He stayed there only one year when he returned and located at Port Townsend, Washington, and went thence to Seattle, finally going to Port Ludlow, where he remained only seven months and went to Port Seabeach, where he stayed two years, working in a mill. Thence he went to Dock river and worked there two years in the coal mines, finally going to Tacoma in 1878, where he worked for the Northern Pacific Railroad. He followed the building and contracting business till 1888 and since that time has followed at intervals his trade.

Mr. Glockler was married in October 1869 in California, to Miss Theresa Wagner, a native of Germany. They have five children, viz: Juanita, Alfred, Louisa, Edward and Carl.



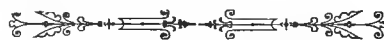
TD. SNODGRASS, one of the large land-owners of Klickitat county, has been more than ordinarily successful as an agriculturist, and is worthy of extended notice in this connection. He is a native of West Virginia, born September 6, 1855, a son of Nathan and Rhoda (Amuss) Snodgrass. His parents removed from Virginia to Illinois, and

settled in Edgar county, where they resided a few years, going thence to Leavenworth county, Kansas. Our subject is one of a family of two children. In 1874 he determined to seek his fortunes in the Golden State, and so came to California, settling in Yolo county; there he remained for a period of two years, and then went to Sonoma county, in the same State. After a few months he engaged in agricultural pursuits near Sacramento city, and continued in this vocation until 1880.

In the year just mentioned he came to Washington and located in Klickitat county, where he owns a valuable tract of land containing 720 acres, situated seven miles southeast of Goldendale. Four hundred acres are under cultivation, and produce bountiful crops of grain. Mr. Snodgrass manages his vast farming interests with keen intelligence, and rotates his crops so as to gain the best results. His ideas are not, however, bound by his fields; he takes an active interest in the support of the public school system, and for several years has served as Director of school district No. 12. He affiliates with the I. O. O. F. and A. O. U. W. of Goldendale.

While a resident of California, on September 3, 1877, he was united in marriage to Miss Pearl Griffith, a native of the Golden State. They have a family of six children: George M., Wesley, John R., Thomas D., Elsie L. and Lucy.

Believing the days of usefulness have passed from the old political parties, Mr. Snodgrass has identified himself with the People's party, hoping much for the future.



AL. ANDERSON, one of the prosperous husbandmen of Klickitat county, belongs to that great body of foreign-born population without whom the industrial and natural resources of the United States would yet be in their infancy. He is a native of the kingdom of Sweden, born November 10, 1845. His parents, Peter A. and Christina (Erickson) Anderson, were natives of the same country, but are now deceased; they reared a family of twelve children, our subject being the eighth in order of birth. When he was a lad of fourteen years he was apprenticed to learn the tailor's trade which he followed many years. The reports of the great advantages offered to



Richard Osborn

all citizens of the United States proved more attractive than the ties of relationship, and broke the bonds of nativity. In 1865 Mr. Anderson set sail for New York city, and after his arrival engaged in work at his old trade; he remained in this city three years, and then the spirit of enterprise not yet satisfied, he pushed his way to the West, his destination being Cheyenne, Wyoming, where he followed his trade for a period of two years, and then entered the employ of the Union Pacific Railroad Company.

It was not until 1872 that he located permanently in this county; he is one of the large land-owners, his farm consisting of 700 acres of choice land; he has 600 acres in grain, reaping immense harvests of the finest varieties of cereals; the land is situated eight miles southeast of Goldendale, and is considered one of the most desirable farms in this locality.

Mr. Anderson is a pronounced Republican; he is Director in school district No. 6, and takes active interest in the prosperity of the public school system in the country of his adoption. He is a member of the I. O. O. F., and is identified with the Farmers' Alliance.

He was married in January, 1869, while a resident of Wyoming, his union being with Miss Anna Nelson, one of his own countrywomen; they have five children living: Oscar Y., Olivia E., Rudolph A., Mabel E., and Vena H.; five children are deceased, two sons and three daughters.



HON. RICHARD OSBORN.—In the great competitive struggle for life, when each man must enter the field and fight his way to the front or else be overtaken by disaster of circumstance or place, proving either a coward or a victim, there is ever a particular interest attaching to the life of one who has proved successful, in the higher sense of the term, and the record of achievement, of obstacles surmounted and of honors attained must ever be a fecund source of incentive and instruction. The subject of this review occupies a position of unmistakable prominence in both professional and private life, and that his name should come up for consideration in a work touching upon the general and biographical history of the favored commonwealth with whose interests he

is so closely identified, is not alone consistent, but, in justice, practically imperative.

Hon. Richard Osborn, Judge of the Civil Department of the Superior Court of King county, Washington, was born in McLean county, Illinois, December 25, 1845. His father, Wallingford Osborn, a native of Ohio, moved to Illinois in boyhood, and was there reared to farm life. He married Miss Nancy Ann Brown, a native of Tennessee, and after this event continued his agricultural pursuits in Illinois until 1856, when he removed to Harrison county, Missouri, and purchased a tract of Government land, for which he paid \$1.25 per acre. Richard Osborn was in no sense cradled in luxury, hard work and strict economy being the ruling influences of his early life. Up to his eighth year he attended the district schools in McLean county. After that education became secondary to farm labor, and his only opportunity for consecutive study was during the winter months, when it was too cold and stormy to work out of doors. In 1856 he removed with his parents to Missouri, where he encountered a due quota of the cares and hardships of pioneer life, giving cheerfully of his boyish strength in the reclaiming of the farm, and when not needed at home working out at \$7.50 per month and board, thus lending to the support of the family. The first two years the family were in Missouri there were no schools near them, but finally a district was formed and a schoolhouse built on land presented by Mr. Osborn. Although deprived of school facilities, Richard had not been neglectful of education. With borrowed books he had prosecuted a silent course of reading and study, and when the school was opened he attended during the winter months.

Upon the breaking out of the Civil war, though but a mere lad, Richard joined the Union army, enlisting in Company D, Twenty-third Regiment of Missouri Volunteers. During the period of his military service—extending over three years—he participated in some of the hardest-fought battles of the West and Northwest. He started with Sherman on his memorable march to the sea, but in an action before Atlanta in August, 1864, was severely wounded. He was sent to the field hospital, and, later, successively to Chattanooga and Nashville. Not being able to again engage in active service he was mustered out in 1864, and, much debilitated, returned to his home in

Missouri, where he resumed the studies which the outbreak of the war had interrupted.

In the spring of 1865, owing to the unsettled condition of the country, the family removed to Davis county, Iowa, and there continued in agricultural pursuits. Having not sufficiently recovered from his wound Richard was unable to engage in manual labor, and finally determined to teach school. After passing his examination and securing a first-grade certificate he found ready employment. Having pupils much older than himself, young Osborn was compelled to devote himself assiduously to study in order to keep ahead of his classes, and thus, by persistent labor, he received as well as imparted knowledge. In the fall of 1865 he entered Oskaloosa College, in which institution he remained a student for two terms, when his financial resources became exhausted. He then returned to Illinois, having resolved to secure an education and to fit himself for some higher calling than that of humdrum work on the farm. By teaching school during the winter months and spending his vacations in work on the farm he secured sufficient funds to cover the expense of a course of study at the State Normal University, where, with great zeal and devotion, he pursued the higher branches, continuing his teaching up to the summer of 1870, his last position being that of principal and superintendent of the graded schools at Whitehall, Illinois. He was then elected Sheriff of McLean county and served one term.

While discharging the duties of the office of Sheriff Mr. Osborn engaged in the study of law, which he continued at Bloomington in the office of McNulta, Kerrick & Aldrich, later entering the law department of the Wesleyan University. In January, 1875, he was admitted to the bar before the Supreme Court of Illinois, and the following June graduated at the university with the degree of B. L. He then entered into active practice in Bloomington, where he continued very successfully until August, 1881. At that time he removed to Seattle, which was then a small city of about 3,500 population. Here he at once inaugurated the practice of his profession, and his thorough knowledge and ability soon brought him to the front. He was City Attorney in 1883-'84, and in the fall of 1888 was elected Probate Judge. Having always taken a deep interest in education, and being eminently fitted for the position, he was appointed by Governor Ferry, in

1889, as Regent of the State University, which honorable preferment he still retains. In 1890 he was elected by the Republican party as Judge of the Superior Court, and, having filled the office with honor and distinction, was re-elected in 1892 for a term of four years. As showing the discerning wisdom which the Judge has brought to bear in his judicial capacity, reference to the fifth volume of the Washington reports discloses the fact that out of fifteen cases carried from his jurisdiction to the Supreme Court his decision in each of twelve cases was affirmed by that court, and was reversed in the case of only three.

Judge Osborn has been most indefatigable and self-exacting in the discharge of his arduous judicial duties; the work has been thoroughly systematized, and he has thus been enabled to expedite the trial of causes and to accomplish more in a given time than is usually effected by several judges together. The following commendation, which comes from one of Washington's most able barristers, is well worthy of reproduction in this connection. He says of the subject of this sketch: "Judge Osborn is characterized by sturdy integrity, by a determination to mete out justice under the forms of law, by an untiring industry and by a high degree of learning in the law. He is an able lawyer, is well read and a hard student. Socially, he is a genial and polished gentleman. His rulings from the bench are generally sound and correct."

Judge Osborn was married, in 1871, to Miss Kate Popple, a native of England and a daughter of Rev. Samuel Popple, an eminent Methodist divine of New York State. They have four children.

The Judge is a member of the Knights of Pythias, having been Master of Exchequer and Treasurer of the Endowment Rank for a number of years. He is now Past Grand Chancellor of the Grand Jurisdiction of Washington. He belongs to the Uniform Rank of this order, and has recently been commissioned Colonel on the staff of the commander of the Washington brigade. He is an active member of the Grand Army of the Republic, and has served two terms as Judge Advocate of the Department of Washington.

Politically, he is an unswerving Republican.

Judge Osborn is a man of fine literary taste, and has frequently responded to requests to write and deliver a poem for public occasions,

and poems from his pen have frequently been given to the public through the Washington and Oregon press. One of his poems, entitled "Sunset Scene on Puget Sound," published in the Oregonian, has been very favorably criticised, and is subjoined.

A SUNSET SCENE ON PUGET SOUND.

VIEWED FROM THE DECK OF A MOVING STEAMER.

Ye lovers of nature, now thirsting for lore,
And searching in vain on a far distant shore
For the beautiful scenes of this bountiful earth,
Come back to Columbia, the land of your birth.

There's a feast for you all which our Maker has blest,
Awaiting you here in this wonder-land West.
Then come and partake of the joys that abound
On the waters and shores of this beautiful Sound!

The wild waves of the ocean come searching for rest,
Through the straights of bold Fuca, there lower each crest,
And submissively bow to great monarchs who stand
In snow-covered garments o'erlooking the land.

With their ranks in close order, they stand upon rocks,
And, like vigilant shepherds attending their flocks,
They are guarding these shores from fierce winds that
would blow.

And are cooling hot rays with their raiment of snow.

On the deck of this steamer, now stand by my side,
While o'er these fair waters we softly will glide,
Till like an enchantment, bright visions arise
That reflect on the soul through its windows—the eyes.

Now, the breath of an angel has lulled to their sleep
The blue wavelets that sport on the face of the deep,
While the sun in the west in proud glory descends,
And the finger of God his bright colors now blends.

Our good Master then paints, by a wave of his hand,
Till these waters and trees and those mountains so grand
Are all glowing in colors and beaming with light,
And are gilded in splendor ineffably bright.

Now we look on a shimmering ocean of light,
Till a sea of fire opals bedazzle our sight;
Then we turn and behold a great silvery lake
And the river of diamonds we've left in our wake.

In that wake of our steamer we see, as of old,
That the waters are parted and garnished with gold,
While the crest of each swell as it rolls to the strand
Is bedecked with rare gems by omnipotent hand.

These emerald shores, ever smiling in flowers,
By the cedars and firs, are made canopied bowers.
Fit portals are these, to first temples of God,
Whose sky-touching steeples have sprung from the sod.

The beautiful isles which these waters enfold
Are set gems in a jewel of silver and gold,
And the inlets and coves of these evergreen shores,
Are the shining pathways so Elysium's fair doors.

A soft halo of light over-arches the scene
And commingles the crimson, the purple and green,
And away, like a thought, the effulgence now flows,
From jasper-hued waters to mountains of snows.

Like angels from glory, with tidings of joy,
The white-pinioned sea-birds around us deploy,
And a radiance divine from the heavens above,
Fill our souls full of gladness—our hearts full of love.

The beholder stands mute in grave rev'rence, I ween.
Like the throne of Jehovah Mount Rainier is seen!
That great mountain of snow with its crown of bright
gold,
Is like Sinai was unto Moses of old.

There in grandeur sublime, it links earth with the sky,
And ever is present like the All-Seeing Eye!
By its whiteness our need of a cleansing we feel,
And a presence so awful inclines us to kneel.

That mountain, far off, and the beautiful shore,
Whose grandeur and brightness we fondly adore,
Are impelled to draw near and their graces behold,
In these mirror-faced waters environed with gold.

Of their own charming graces, enamored they stand;
Like Narcissus await the transformer's deft hand;
But Omnipotence wills it, this change to debar,
By pronouncing them perfect refuses to mar.

And there we behold, in this mirror of God,
That great mountain, the trees and the green-covered sod.
Here the grandeur of earth and the blue arching skies,
By command of their Maker spread feast for our eyes.

Enraptured we stand, we frail men of the sod,
And behold in our awe the white throne of our God,
And the sea of bright glass, and the streets of pure gold,
And the gates of fine pearl by the prophet foretold.

We may fly to all lands that frail man hath e'er trod,
And survey the vast world and the glories of God;
But here, only, on earth, could our dove find its rest,
And behold a scene fit for the eyes of the blest.

—Richard Osborn, Seattle, Washington.

A W. COOPER, one of the proprietors of the Klickitat Roller Mills, Goldendale, Washington, is a native of Missouri, born in Chariton county, April 13, 1852. His parents, H. M. and Ann J. (Stewart) Cooper, were natives of Kentucky and Maine, respectively. The father was one of the throng that flocked to this coast after the gold discovery of 1849, and engaged in mining on Feather river. He was joined by his family in 1853, when they located on a donation claim in Polk county, Oregon. There he remained until 1878, when he went to Kittitass county, Washington. Three years later he went to Polk county, Oregon. For a number of years he was engaged in mining near Ellensburg, Washington, and erected a quartz-mill there. He now resides with his family in Sherman county, Oregon. Until he was twenty years of age our subject lived in Polk county, Oregon. When a youth of fourteen years he engaged in milling, and from that time until he was twenty-eight he was almost continuously employed in a sawmill. During his residence in Washington he was located near Ellensburg,

where he worked at carpentry and assisted in the erection of a mill.

Soon after coming to Klickitat county he embarked in the milling business, which he conducted with marked success for three years and more. During this period he was at the Presby mill, nine miles from Goldendale. When he severed his connection with this establishment it was for the purpose of erecting a mill on the John Day river in Sherman county, Oregon. This was run under his management until November, 1892. Returning to Washington he became interested in the building of the Klickitat roller mills at Goldendale, doing much of the work on this fine plant. The construction and furnishing of the mills are first class in every respect; the product as fine a grade of goods as can be found in the market. It is one of the most important as well as one of the most prosperous enterprises of the place, and is deserving of the generous patronage received.

Mr. Cooper was married at Independence, Oregon, June 29, 1879, to Miss Alfaretta Hefelman, a native of Illinois. They are the parents of three children: Guy, Lyun and Marcus. Mr. Cooper is a member of Goldendale Lodge, No. 127, Modern Woodmen, and is one of the board of managers of this organization. He is a man of energy and labors with unwavering zeal for the accomplishment of his undertakings.



FRED SCHADEWALD is a native of Germany, and was born at Bradenberg, on the 31st of December, 1846. His parents were Michael and Johanna (Heinrich) Schade-wald. He was reared and educated in his native place until the age of fourteen, when he learned the blacksmith trade, serving three years as an apprentice. After learning his trade he traveled through Germany for fifteen years, working at his chosen business in various places. In 1883, he came to America on a steamer from Bremen, which landed him at Baltimore, Maryland. From that city, he came direct to Tacoma, Washington, where he resided about two years. He first secured work with Edwin Lorenz, with whom he remained seventeen months. Mr. Schadewald then rented the place where he now resides, which contains

about eighty acres, twenty-six of which he has in a good state of cultivation, mostly devoted to hops.

Mr. Schadewald was married on September 28, 1876, to Miss Amelia Fenner, a native of Germany. They have had three children: Otto, Emil and Elizabeth, all of whom are now deceased.

Mr. Schadewald's life has been an eventful one, and what success he has attained in these latter years is due entirely to his energy, push, intelligence and upright character.



JF. VAN ARESDALE, who for more than two decades has been a resident of Clarke county, is a native of the State of New Jersey, and dates his birth at Millstone Meeting-house, a place of local historic interest, December 18, 1830. His father was Peter Q. Van Aresdale, whose ancestors were among the wealthy Dutch settlers of New Amsterdam; they figured prominently in the Revolutionary struggle, which proved their financial ruin. Peter Q. Van Aresdale was a stanch and steadfast advocate of the abolition of slavery; he removed to the State of New York in 1831, and four years later went to Ohio, locating in Marion county; sixteen years afterward he moved to Green Lake county, Wisconsin, where he passed the remainder of his life; he died in 1864. His wife, whose maiden name was Catherine Poulston, was a few months younger than he; they were born in the year 1799, in the State of New Jersey; she, too, was of Dutch ancestry, and numbers among her forefathers some brave soldiers in the war of the Revolution. She died in 1889. Our subject is the fifth of a family of ten children. He was reared to the life of a farmer, but in November, 1863, he forsook the industries that were producing sustenance and raiment for the terrible occupation of warfare; he enlisted in the Thirtieth Wisconsin Regiment, and served in the Army of the Potomac until the close of the war; he participated in the battle of the Wilderness and many others of less note. After he was mustered out he went to Indiana, and for some years resided in Kosciusko county.

His residence in Clarke county began in 1873, and since that time he has been one of the active patrons of husbandry; he lives on a farm three miles east of La Center, where he owns 162

acres; he has placed sixty acres under cultivation, and has several acres of fine natural timber. Fully realizing his duty as a citizen of the Republic he has taken a deep interest in the prosperity of the public school system and other enterprises having to do with the general welfare. He is a Republican in politics, and has represented his party in county convention almost yearly since coming to the State.

Mr. Van Aresdale was married in Indiana, August 15, 1860, to Emeline Walker, a native of Ohio; four children were born of this union: Peter Q., Ellen C., wife of James Brothers; Mary, wife of Frank Nicholson; and John G., deceased. The mother passed to the future life June 18, 1874.



GEORGE F. DUEBER.—Prominent among the loyal and progressive citizens of Winlock is he whose name stands at the head of this brief biography. He has resided here since 1876, and since that time has been recognized as a leading spirit in the business life and energy that have characterized the West. For a period of eight years he was proprietor of the Railroad Hotel, and then for a number of years was engaged in mercantile trade. During the past few years he has given his attention to agriculture, and superintends the cultivation of his farm three miles north of town, although still residing here. He has a tract of 360 acres, eighty-five acres being in an advanced state of cultivation; he has four acres in fruit, and all the surroundings betoken the prosperity ever attendant upon thrift and energy.

Mr. Dueber is a native of the town of Newport, Kentucky, born February 4, 1850, a son of Peter and Amelia (Strenhoef) Dueber. His parents were both natives of Germany, but emigrated to America in their young days, the father arriving as early as 1835. They reared a family of eleven children, George F. being the second in order of birth. When he was a lad of ten years they removed to St. Louis, Missouri, and thence at the end of one year to St. Cloud, Minnesota, the following year brought them to the Pacific coast, and they chose Portland, Oregon, as their residence.

At an early age our subject began the struggle of life on his own account. In 1866, then a

youth of sixteen, he went to Fort Buford, Montana, where he served an apprenticeship of two years at the blacksmith's trade; he was afterward employed in a wood-yard, and remained there until 1870. Moved by the restless spirit of youth he made many changes in the years following; one winter was spent at Fort Geary; a year at Fort Totten, Dakota, and then he returned to St. Cloud, Minnesota, where he engaged as clerk in the store of J. B. Mills; after a short time he was again on the move, and visited Crow Wing and Otter Tail City, remaining at the latter place five years. In 1875 he came to Winlock, and having exhausted his desire for change has made this his home since that time.

Mr. Dueber was married to Miss Margery Erckenbrack, a native of McHenry county, Illinois, February 15, 1874. They are the parents of five children: Charles E., Peter, Edith A., George and Margery.

In political matters Mr. Dueber is allied with the progressive element of Democracy, and is fully alive to the duties of citizenship in a great republic.



CHARLES GEIGER is a native of Germany, and was born at Altheim, county of Ueberlinger, on the Baden sea, on January 7, 1856. His parents were Anton and Kuhnegunder (Schober) Geiger, his father being a butcher by trade, and conducting his own establishment at Altheim, in which town and vicinity Charles was reared and educated. When seventeen years of age he decided to try his fortune in the new country and immigrated to the United States, sailing on the 9th of May, 1873, from Hamburg, on the steamship Frazier, then starting on her maiden trip. He located first in a small town on the Hudson river, where he secured work at the butcher's trade with several men. In 1875 he went to Chicago, and from there, after a few weeks, to LaSalle, where he worked for John Berngesel. In 1877, he removed to Tacoma and engaged to work for Byron Balon, with whom he remained for four years. During the latter part of 1882 he started in business for himself on Pacific avenue, adopting the name of Rainier Market. He sold this business after about a year and a half to Uhlman and worked for Barlon Brothers, at

Carbonado for about six months, when he again opened a business of his own on Tacoma avenue, where he has been since.

Mr. Geiger was married in Tacoma on October 24, 1880, to Miss Mary Theresa Wiel, a native of Pennsylvania, and they have five children, viz.: Edna C., Alexander T., Charles, Jr., Frank Wiel, and Louisa T.



GAREY WILLIAM STEWART, was born at Crator, Delaware county, New York, on the 27 day of September, 1845, his parents being William and Hannah (Bronson) Stewart. His father was a native of Connecticut and a direct descendant of the strong and sturdy Pilgrim fathers. His mother also was a New Englander.

The subject of this sketch remained in Delaware county until he was seventeen years of age. In his tenth year he lost, by death, his beloved father. His mother, however, continued to reside there until 1867, when her death occurred. The boy received his education in the country.

When Lincoln issued his call for men, young Stewart enlisted in the service of the United States army in a company composed of men from Delaware county, and transferred to Saratoga county later on. After a short enlistment at Saratoga Springs he was mustered into Company A, Twenty-fifth New York Cavalry, Colonel Culey, of Albany. From Saratoga they proceeded to Camp Stoneman four miles from Washington. From this time throughout the Civil war, young Stewart's life was an eventful one. He was in some of the fiercest and most destructive battles of the Rebellion, being engaged at Charleston Courthouse, Virginia, on June 25, 1864; at Fort Stevens July 11 and 13; Duffield Station, August 27: thus followed during the years of 1864 and 1865 a series of engagements coming in quick succession, calling for long distances between points of engagement and much time to be spent in the wearisome saddle.

At the close of the war Mr. Stewart went to Pennsylvania, in Carbon county, and engaged in lumber and wood-working for three years as foreman of a lumber camp. He came out to the coast in 1869, and reached the city of Tacoma via San Francisco, from which place he took the steamer and stage, until Olympia was

reached. He walked from the latter place to Tacoma, arriving there in October, 1869. His first position was as tallyman at the old Tacoma mill, which was then just being completed. Afterwards he followed the carpenter trade, working on the wharves. The next few months were characterized by frequent changes of location, seeking for the most profitable employment, during which time his wife's health was so broken down as to require the constant attention of her husband, and for five months and until her death he did not leave her side. After a succession of ups and downs, finally the year 1889 found him engaged in the real-estate and loan business. In March, 1890, he was elected vice-president of the First National Bank, and held the office for two years.

Mr. Stewart was first married in 1868 to Miss Olive Adams, of Carbon county, Pennsylvania, who died in 1872. He was again married in 1875, to Miss Alice Ross, daughter of D. M. Ross, the issue of which marriage is four children, viz.: Frank E., Olive A., Lettie E. and Ross J.

Mr. Stewart is a member of the I. O. O. F., Unity Lodge No. 18; also a member of L. C. Ladd Post No. 17, Puyallup, and is connected with various beneficent associations, and is a useful and is highly esteemed citizen.



THOMAS EWING, widely known from his extensive operations in mining interests throughout the West, was born in Lancaster, Ohio, November 28, 1837, a son of William and Margaret (Elder) Ewing, natives also of that State, and of Scotch ancestry. The father followed agricultural pursuits for about sixty years in his native State.

Thomas Ewing received his education in the public and high schools of Lancaster, and at the age of eighteen years began clerking in a general mercantile store. In 1857 he started for California, joined a party of twenty-five young men at St. Joe, Missouri, crossed the plains on horseback, and covered the distance in eighty days, making one of the quickest trips on record. Arriving in San Francisco with only \$7.75 as his cash capital, Mr. Ewing secured a humble position in the wholesale grocery of J. C. Fall & Co., but after four months of service had outstripped sixteen others in the line of promotion,

and received a salary of \$250 per month. In 1862 the firm of Ewing & Washburn was organized, opening business with a stock of goods for the mining town of Unionville, Nevada, where they were the pioneer merchants. Their goods were packed and hauled to them at a cost of from eighteen to twenty cents per pound for transportation. Subsequently Mr. Ewing opened stores at Trinity and Dun Glen, and continued the several establishments until 1866. In 1864 our subject took an active part in forming the new State of Nevada, and in carrying the State in the fall election for the Republican party, with Abraham Lincoln as President and James W. Nye and William M. Stewart as United States Senators. In July, 1865, with a party of seventeen men, Mr. Ewing made a tour of exploration into Idaho, but coming in contact with Indians, they barely escaped with their lives. In 1866, a company of United States Troops, under Captain Conrad, ten citizens and ten Indian scouts, Mr. Ewing being among the number, followed the same band of Indians, and destroyed the entire band. Mr. Ewing was then engaged in merchandising at Silver City, Idaho, under the firm name of Thomas Ewing & Co., with a branch store at Flint, that State; took an active part in the development of the mining interests of that country; in 1869, at the request of General George H. Thomas, sold his interests there and moved to Tucson, Arizona, aided in developing that Territory, and placing the Indians on their reservation, and providing the army and interior department with necessary supplies; in 1871 made a tour of the Southern and Eastern States; next engaged in mining and Government contracting; and in 1878 returned to San Francisco, his former home. Mr. Ewing afterward became interested in mining securities in Nevada county, and was also manager of the Murchie mine.

In 1879 our subject made a prospecting tour through Colorado, visiting Leadville, Gunnison and the San Juan country, but subsequently returned to Leadville. In 1880, in company with William Waddington, of New York city, he purchased the celebrated Robinson consolidated mine on Ten Mile creek, \$1,200,000 representing the purchase price. Colonel Ewing, as he is commonly known, assumed management of the mine, which paid monthly dividends of \$100,000 each, and seven months afterward the stock increased to \$4,000,000 in value, after which Messrs. Ewing & Waddington closed it

out on Wall street, New York, making a most successful operation. In February, 1882, Colonel Ewing returned to San Francisco, and in company with Mr. Waddingham bought the famous Bonanza King mine, in San Bernardino county, for \$300,000, expended \$225,000 in developments, erected one of the finest ten stamp mills in America, and after twenty-two months' operation, produced \$1,300,000 in dividends. He then sold his interest to the syndicate which he represented, and later purchased the Surprise and Josephine mines of Fresno county, California, from which he realized handsome profits. The following two years were passed in travel and in visiting the different mining interests of the United States. In the spring of 1888 Mr. Ewing made his first visit to Washington, selecting Seattle as the most desirable place for investment. He purchased the water front of West Seattle, with lands adjoining, with a view of making that a railroad terminus. He and his associates then incorporated the West Seattle Land and Improvement Company, with \$1,500,000 capital, of which Mr. Ewing became president. A survey was then commenced for the Seattle and Southern Railroad, which, after completion, was purchased by the Union Pacific Company, and commenced as the Portland & Puget Sound railway, with a view of connecting with the Union Pacific system, and making West Seattle the terminus on the Sound.

Immediately after the fire of June, 1889, Colonel Ewing took an active part in the reorganization of the city of Seattle. He was one of the organizers of the Seattle Terminal Railway & Elevator Company, who built the large warehouse and elevator at West Seattle, and for two years was president of the company. In 1889 he organized the West Seattle Cable Company, and, as President, superintended the building of two and a half miles of cable road, whose power house is one of the finest on the coast. Mr. Ewing organized, and is now president of the West Seattle Water and Electric Light Company. The West Seattle Ferry is an enterprise of the Land Company, and is run in connection with the cable road, all of which are operated and conducted in the development of the West Side. The Colonel was also largely interested in the discovery and opening of the Monte Cristo mines, and still possesses extensive mining interests in Montana and California. He has the strongest faith in the future of Washington, and is firmly convinced that Seattle will become

the great commercial center of the Northwest. He has always been an uncompromising Republican, active in politics, and a strong believer in protection and of the free coinage of silver.

Colonel Ewing was married in San Francisco, in 1872, to Miss Clara C. Darrington, a native of Canada. He still maintains his elegant home on Vernon Heights, Oakland, California, where all his social interests are centered. He is a member of all the prominent social clubs of San Francisco, and was one of the organizers, and is still an active member of the Country Club.



DANIEL WISSINGER, a prominent citizen of Tacoma, Washington, who since his residence in the metropolis has made many warm friends, is a native of Springfield, Ohio, where he was born June 9, 1842. His parents, Daniel and Elizabeth (Conklin) Wissinger, were natives of Martinsville, Virginia, and Vermont, respectively, and belonged to well-known and honored families.

The subject of this sketch was reared until ten years of age in his native city, when in 1852 his parents removed to Wisconsin, settling in La Crosse, remaining there six months, at the end of which time they went to La Crescent, Minnesota, where they resided four years. In 1857 they returned to their old home at Springfield, Ohio, where the parents ever afterward resided.

Thus the subject of this sketch was mostly reared and educated in his native city, enjoying in addition to his school advantages the refining influences of a cultured home, learning from the precepts and example of his parents those enduring qualities of industry and economy which have contributed to his success in life. He served an apprenticeship in Springfield to the machinist's trade, and also learned carpentry from his father, who was a master workman.

On the outbreak of the war, although not yet eighteen years of age, he hastened with all the enthusiasm of patriotism to offer his services to his country, enlisting on April 17, 1861, for three months, in Company E of the Sixteenth Ohio Regiment, which was organized at Camp Chase. He accompanied his regiment to Grafton, West Virginia, and experienced his first engagement at Laurel Hill, afterward taking part in the battle of Carrick's Ford, where Gen-

eral Garnett was killed. From there he returned with his company to Springfield, Ohio, where at the expiration of their term of service they were discharged. He thereupon again enlisted, this time in Company F, of the Fifty-fourth Ohio Regiment, which rendezvoused at Camp Dennison. From there the regiment proceeded to Paducah, Kentucky, and thence up the Tennessee river, with Colonel A. J. Smith in command. His regiment's first engagement was at Shiloh, where they were stationed two weeks before the battle took place. On the 4th of April his regiment and the Fifty-fifth Illinois were reconnoitering, when they marched directly under the rebel troops, who could have captured them. After the battle of Shiloh his regiment went to Corinth, but Mr. Wissinger did not accompany his command, as he was removed to a hospital because of sickness just after the battle mentioned. He was later removed to the hospital in Covington, Kentucky, and subsequently returned home on a thirty days' furlough.

He rejoined his regiment at Memphis, and was stationed with his command in a garrison at one of the forts. Thence his regiment proceeded to Louisville and Indianapolis, where Mr. Wissinger joined the First Indiana Heavy Artillery. From there he accompanied his regiment to Memphis and Vicksburg, which had just surrendered, thence to Baton Rouge and New Orleans. From there he accompanied his regiment to Matagorda bay, Texas, where the troops fought an engagement and then returned to New Orleans. He was with his regiment at the siege of Fort Gaines and Fort Morgan, at the mouth of Mobile bay. At the siege of Mobile Mr. Wissinger was wounded and lost the use of his right eye by the bursting of a shell. He, however, bandaged his eye and remained with his company. His regiment returned to Fort Gaines, where it lay until relieved by the United States Regulars, when it returned to New Orleans, where it was mustered out of service, November 8, 1865.

Mr. Wissinger remained in the Crescent City and secured employment as foreman in the railroad car shops, and from there was transferred to the same position in the shops of the Mobile & Ohio Railroad at Mobile. After remaining two years in the latter city, he returned to Springfield, Ohio, and resumed the carpenter business, at which he worked, off and on, until 1887, when he came to Tacoma. On arriving

in the latter city he engaged in carpentering, which he followed two months, and then engaged in the restaurant business, which he has followed continuously and successfully ever since. He has pursued the latter occupation in several locations in the city, but finally removed, November 1, 1892, to his first place of business, which is in many respects the most favorable, and which will in all probability prove to be his permanent stand. His natural energy, thorough business experience and insight into details, has rendered him successful from the first in his new occupation, and his guests receive the best of care, with an abundance of wholesome food, well prepared and neatly served. To show that his efforts are appreciated, it is but necessary to point at his pecuniary success, which is unqualified and ever increasing.

October 10, 1867, Mr. Wissinger was married in Springfield, Ohio, to Mary Walker, a lady of intelligence and worth, and a native of Clarke county, that State, who has proved a helpmeet in every sense of the word, sharing her husband's hardships and success, and contributing materially to his prosperity.

Politically, Mr. Wissinger is a Republican, and takes an active interest in the issues of his party. Fraternally, he is a member of the F. & A. M., State Lodge, No. 68. A faithful soldier and good citizen, he is a person of whom a community may be proud, as his influence is ever sure to be thrown in the scale of justice and morality.

JOHAN R. JACOBUS is one of the prosperous farmers of Lewis county, Washington, having been a resident of this place since 1879. As one of the representative men of his district, we make mention of him as follows:

John R. Jacobus was born in Knox county, Indiana, in 1835, and in the Hoosier State spent his boyhood days. In 1853 he was among the emigrants who came overland to the west coast. He spent ten years at Placerville, California, after which he came to Washington. He lived in Kitsap county about four years, in Mason county six years, in Island county six years, and since 1879 has been a resident of Lewis county.

Mr. Jacobus married Miss Ida J. Bariekman, who was born in Knox county, Indiana, in 1876.

When she was five years old she was taken by her parents to Wabash county, Illinois, and four years later moved with them to Milam county, Texas, remaining at the latter place two years. Their next move was to Lewis county, Washington. Here she met and married Mr. Jacobus. Their only child is Robert P.

CHRISTIAN REITZIG, who has been a resident of Lewis county, Washington, since 1868, belongs to that class of thrifty people who have emigrated to this country from Germany.

Mr. Reitzig was born in Germany in 1837, and lived in his native land until he was twenty-six years of age. He then emigrated to America with the hope of improving his temporal condition, and in this country he has met with that success which is always the result of honest industry. Landing in New York city, he remained there one year, after which he went to Fort Wayne, Indiana, where he spent two years. We next find him in Kansas, where he was employed in railroad work. From there he worked his way westward, was in California some time, and finally landed in Lewis county, Washington, in 1868, where he has since resided. Mr. Reitzig is unmarried.

WILLIAM PUMPHREY has been a resident of Lewis county, Washington, for many years, and has witnessed the many changes which have taken place here during the past four decades.

Mr. Pumphrey was born in Rockingham county, Virginia, in 1830, and in his native State remained until he was eighteen years old. He then came west as far as Council Bluffs, and in 1852 came on to the Pacific coast, landing in Portland, Oregon, October 18, of that year. From there he came to Lewis county, Washington, and here he has since lived, having experienced the hardships and privations of pioneer life, and now being in comfortable circumstances.

Mr. Pumphrey's wife was, before her marriage, Miss Lizzie Faul. She was born in Illinois in 1853, from there moved with her parents

to Kansas, and subsequently to Washington Territory, first settling in Lewis county, and afterward in Cowlitz county. She and Mr. Pumphrey were married in 1878. They have seven children: Mary F., Charles W., Wilford A., Grover E., Maud A., Eugene and Ida A.

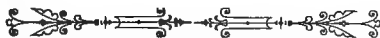
Mr. Pumphrey is engaged in farming and in the general merchandise business, and has also been Postmaster of Olequa for twenty years. From 1855 till 1857 he was Auditor of Lewis county, and from 1857 until 1859 he served as County Sheriff. Few of the early pioneers of Lewis county were more prominently identified with its interests than he, and few, if any, are more highly respected to-day than William Pumphrey.



ELKANAH MILLS has been a resident of Lewis county, Washington, since 1851.

He was born in Pulaski county, Kentucky, in 1818, and spent the first seventeen years of his life in the Blue Grass State. Imbued with the spirit of emigration at an early age, he emigrated in 1834 to Jackson county, Missouri. In 1847 he continued his way westward, and in due time landed in the Willamette valley, where he remained until 1851. That year he took up his abode in Lewis county, Washington, and has since continued his residence here.

Mr. Mills married Luvina V. Wisdom, a native of Howard county, Missouri, born in 1818. She came West with her husband, and is still the sharer of his joys and sorrows. They have seven children: Mary J., George W., William P., Joseph M., Samuel F., Nancy E. and Susana M.



AL. WATSON, one of the representative citizens of the county of Cowlitz, Washington, and the present incumbent of the Sheriff's office, is a native of Ohio. The following sketch of his life is appropriate in this work:

A. L. Watson was born in Madison county, Ohio, November 7, 1860, third in the family of five children of Levi and Mary A. (Kilgore) Watson, the former a native of Ohio, the latter

of Illinois. Levi Watson was a brick manufacturer. He removed with his family from Ohio to Cumberland county, Illinois, when the subject of our sketch was six years old, and a year later the family home was established in Clark county, that State, where he was reared and educated. His first work was in connection with his father in the brick-making business. Subsequently he learned the trade of carpenter of W. G. Wood, at Westfield, Clark county.

In 1887 Mr. Watson located at Freeport, Cowlitz county, Washington, where he engaged in milling and contracting. While thus employed he built the Kelso public school, and many private residences throughout the county. He has always taken an active interest in public affairs, and in politics has been a staunch Republican. In September, 1892, he was chosen by the Republican convention of Cowlitz county as the nominee of the party for the office of Sheriff, and the following November was elected to the office, the duties of which he has since efficiently performed.

July 20, 1886, Mr. Watson married Miss Aggie Gross. Their only child is Garnet M.

Mr. Watson is a member of Cowlitz Lodge, No. 66, I. O. O. F., in which he has passed the chairs, and has represented that body in the Grand Lodge of this jurisdiction. He is also a member of the Rebekah degree.



DAVID COTTONOIR has for a number of years been engaged in farming on the Cowlitz river. He is a native of Lewis county, Washington, born in the year 1839, and is a fair representative of the successful farmers of his district.

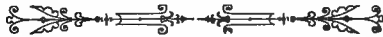
Mr. Cottonoir married Delia Inwas. Her mother, Louisa Inwas, was the first white settler on the Cowlitz river. They have a family of three children: Mary F., Louisa E. and Julia.



JAMES LAMA, another one of the enterprising farmers of Lewis county, Washington, has been identified with the interests of this county for about twenty-five years. Of his life we present the following brief sketch:

James Lama was born in England in 1830, and when twenty years of age emigrated to America, landing in San Francisco, June 5, 1850. He was engaged in mining in California until 1867, when he went to Fort Madison, and about three months later took up his abode in Lewis county. Here he has since lived, devoting his time and energies to agricultural pursuits.

Mr. Lama was married in 1870 to Miss Martha Garnett, who was born near the Wabash river, in Indiana, where she was reared and educated. Coming West, she spent about two years in Monterey, California, from there went to Lowering Valley, and in 1870 came to Lewis county, Washington. They have three children, Leonard, Riley and Ellen, all in Lewis county.



SIMON PLOMANDO, a native of Vancouver, British Columbia, has been a resident of Washington nearly all his life, having removed here from Vancouver with his parents when he was six years old. His parents settled in Cowlitz county, where he was reared and where he lived for twenty-eight years. For the past sixteen years he has lived in Lewis county, on the banks of the Cowlitz river.

Mr. Plomando is married and has a nice family. Mrs. Plomando is also a native of Vancouver, at the time of her birth her father being in the employ of the Hudson's Bay Company. When she was about five years old she came with her parents to Lewis county, where she has since resided. Her maiden name was Mary Feron. Mr. and Mrs. Plomando have four children, Daniel, Leon, Simon and Mary.



DANIEL K. ABRAMS, a prominent citizen of Ridgefield and one of the large land-owners of Clarke county, has been identified with the development of the resources of the Pacific coast since 1851. Descending from the old colonists of New England he inherited those traits that are invaluable to the pioneer and belongs especially to the men and women who have gone before to make way for the rapid strides of civilization that has placed the United States Republic at the head of the nations of the earth.

He was born in Belknap county, New Hampshire, June 1, 1829, a son of John and Nancy (Robins) Abrams, also natives of New Hampshire. The father was a farmer and millwright by trade, and to these callings the son was reared; he remained under the parental roof until he attained his majority, and then he said farewell to his home and friends and set sail for the Pacific coast, coming via Cape Horn. Landing at Portland, Oregon, he embarked soon thereafter in the sawmill business, which he continued two years. His next occupation was farming, which he carried on near Albina until 1871.

The year last mentioned is the date of Mr. Abrams' coming to Ridgefield; here, in partnership with E. A. Knox, he owns 3,000 acres of land; 100 acres are in a high state of cultivation; they also own a fine orchard of twenty acres, set to prunes, which yields good returns, netting in 1893 \$1,000; in addition to this real estate these gentlemen own property in Portland which is increasing in value. They are both men of wide experience and well fitted for the management of so large an estate.

Mr. Abrams was united in marriage in New Hampshire in 1854, the wife of his choice being Mary M. Chapman, also a native of New Hampshire. Of this union two children were born—Mary E. and John C. The mother died of diphtheria in August, 1863, and the son was stricken with the same disease two weeks later; Mary E. lived to the age of eighteen years, when she passed to the future life, May 22, 1880.



GM. DUVALL, an enterprising citizen of Goldendale, is a product of the progressive spirit of the age, and has done his share in carrying forward the movement which goes to form a high civilization. Following is a brief outline of his career: He is a native of the State of Missouri, born November 19, 1852. His parents, John and Christiana (Powell) DuVall, were natives of Missouri and Iowa, respectively. In 1853 they crossed the plains with their two children, and located in Portland, Oregon; there our subject received his education, and at the age of twenty began the study of photography; he has since devoted himself to the art, and has a studio in the

business center of the city of Goldendale where he is prepared to do the most artistic work; he has been established in this place three years, and in that time has gained an enviable reputation.

Seeking an investment for the means he had accumulated, Mr. Duvall purchased a tract of 160 acres, forty-five of which are under cultivation. In March, 1892, he became connected with Henry D. Young in the furniture and undertaking business; they formed a partnership, the firm name being Young & DuVall Company, and have established a large trade, being regarded as one of the most substantial corporations of the county.

In politics Mr. DuVall adheres with great zeal to the principles of the Republican party. He has served as clerk of the City Council, and was elected Justice of the Peace in 1890; he was re-elected in 1893, his administration being characterized as just and honorable to a high degree. He is a member of the I. O. O. F., and belongs to the encampment at Walla Walla.

He was united in marriage at The Dalles, Oregon, in 1875, to Miss Sarah J. Worsley, a natives of New Jersey. They are the parents of three children: Claudia M., Clinton C. and a daughter deceased.



THOMAS CHRISTOPHER is a native of Norway, and was born at Arundal on the 25th day of June, 1833, his parents being Christopher Charlson and Ann Helena (Brunyelson) Christopher. His father was a seafaring man in his younger days.

When Thomas was ten years old he went to sea as a cabin boy and followed a seafaring life for nine years, making in his voyage many ports in Europe and America. He came west on the ship Rockland (Captain Taylor), sailing from New York to San Francisco in 1852. He left the ship and went to the "Rough and Ready" mines, Nevada county, California. He followed mining with precarious luck until 1858, when he was attracted farther north by the Fraser river excitement. The party started on horseback, destined for the head waters of the Thompson river, but they fell in with hostile Indians and were prevented from reaching that point. They turned back, and our

subject located in Steilacoom, where he worked for Mr. Meeker in the butchering business. In the spring of 1863 he took up a homestead, building himself a log cabin, which stands there to-day in close proximity to his present handsome home. He has about 300 acres in his present home, and began raising hops in 1886 on about eighteen acres, which he at present has under cultivation of that product.

Mr. Christopher was married on the 16th of February, 1873, to Mrs. Mary Wold, a native of Norway. They have two children—Elnora and Anna Helena. Mrs. Christopher had one son, named Oscar, by a former marriage.

Mr. Christopher is a Republican politically. He is well known throughout the State and represents what is possible to all men of whatever nationality, who bring with them to our shores energy and persistent push. He is the owner of one of the finest places in King county, Washington, and is respected by all the community in which he lives. The station and post office also bear his name, Christopher.



CHARLES L. PIERCE, a member of the firm of Pierce Bros. & Co., which is mentioned elsewhere in this volume, is one of the most enterprising citizens of Goldendale, Washington. He was born at West Derby, Vermont, December 12, 1851. When he was three years old the family removed to Waterloo, Jefferson county, Wisconsin, where they remained two years, going thence to Salem, Richardson county, Nebraska, and were among the pioneers of that State. There, in the wild surroundings of the frontier, our subject grew to manhood; when he arrived at the proper age he began to learn the trade of a harness-maker, and became a journeyman, although he did not long follow this avocation. He then entered the cabinet shop of his father, and became thoroughly familiar with all the details of the business. It was in 1878 that he determined to seek his fortune beyond the Rocky mountains; he came to Oregon, and stopping at Albany secured a position in the harness shop of Rupert & DeBrill. Afterward he went to work in the planing mill of his brother, E. E. Pierce, and was employed there with some interruption until 1888. He then went to Goldendale, Washington, and se-

cured a position in the lumber-mill of his brother, D. W. Pierce. Having gained a wide experience in the business, he formed a partnership with David Beckett in the spring of 1889, and they built a planing-mill and sash and door factory at Goldendale; they did a large business for eighteen months when D. W. Pierce & Son purchased the interest of Mr. Beckett, and the firm became known as Pierce Bros. & Co. Mr. Pierce gives his personal attention to the operation of the mill, and superintends the business with entire satisfaction to the other members of the firm.

At Salem, Nebraska, December 15, 1873, he was united in marriage to Miss Anna Duryea, a native of Tioga county, Pennsylvania; she died in January, 1886, leaving a family of four children: Charles Myron, Arthur, Mabel and Harlan. Mr. Pierce was married a second time in 1887, this union having been with Miss Helen Kibbey, a native of Polk county, Oregon, and a daughter of M. W. Kibbey, one of the settlers of 1852; they have had three children: Lester, De Los and Gladys.

Mr. Pierce is a member of Goldendale Lodge No. 31, F. and A. M. In politics he is a staunch Republican, and frequently attends the county conventions of his party. In the campaign preceding the election of James A. Garfield to the presidency he was a member of the county central committee of Kliciktat county, and did most efficient service.



HON. HERBERT SHERMAN HUSON, Mayor of the city of Tacoma, and one of the representative men of the State of Washington, is a native of Wisconsin, born near Montello, in Marquette county, May, 29, 1853. His parents, John T. and Susan (Rathbun) Huson, were natives of New York State, and Rutland, Vermont, respectively. The Huson family was an old one, of western New York, its progenitors having settled near Buffalo about the time of the Revolution. The mother of the subject of this sketch removed, with her parents, from the State of her birth to that of New York, where she met and married Mr. Huson. Her ancestors came from England, in the Mayflower, to Massachusetts, and were among the founders of New England. The father of Mr. Huson, of this notice, was a

wheelwright by occupation, who went with his family to Wisconsin, in 1843, settling in Kenosha, where he engaged in his business. He later moved to Montello, whence, about 1856, he went to La Crosse valley, and began farming. In 1868 he removed to Missouri, and in 1889, to the far west of Washington, settling at South Bend. He lost his devoted wife at Pratt, Kansas, her death being greatly mourned by all who knew her and appreciated her many estimable Christian virtues.

The subject of this sketch was reared to the age of sixteen in La Crosse valley, Wisconsin, and there began his education. This instruction was continued at Iowa college, in Grinnell, where he graduated in the classical course in 1877. He taught school a year at Breckenridge, Missouri, and afterward accepted a position in the office of the Central Law Journal, at St. Louis.

Leaving this position, he began a career in railroading and railroad building, in which he attained prominence and achieved success. He commenced as a worker in an engineering party on the Kansas Pacific railway, in 1879. In the following year he went with the Denver and Rio Grande railway, then being built in Colorado, and, in 1881, became Assistant Chief Engineer of the Denver & Rio Grande Western, with headquarters at Salt Lake City. In 1882, he was Locating Engineer on the Canadian Pacific railway, in which capacity he conducted the first survey of the Kicking-Horse Pass. He came to Portland, Oregon, in 1883, and soon afterward secured employment with the Northern Pacific Railway, in the position of Assistant Engineer, in charge of the line from Pasco to the summit of the mountains. On the resignation of Engineer Bogue, in December, 1886, he was made Assistant Principal Engineer of the west end of the Northern Pacific, in which capacity he completed the Cascade Division, including the switch-back and tunnel. He planned and constructed all the branch lines in Idaho and Washington, and also the Bitter Root Valley road, in the Missoula valley. These operations required his time and attention until March 1, 1891, his headquarters during that time being at Tacoma. On the last date mentioned, he resigned his position with the railroad company, and, laying aside its arduous duties, spent a year in travel. On his return he was nominated, in the spring of 1892, by the Republican city convention, to the office of

Mayor of Tacoma, and, at the ensuing election, was chosen, by a large majority, as chief executive of his favorite city. In this capacity he has instituted needed reforms, and infused energy and prosperity into the municipal government.

Mr. Huson was one of the organizers of the Northern Land and Development Company, and planned the railroad to South Bend (where this company has extensive interests) and also the road to Gray's Harbor.

Since 1890 Mr. Huson has been extensively engaged in irrigation enterprises. He is president of the Yakima Irrigation and Improvement Company, which owns 22,000 acres in Yakima county and has a vast canal, practically completed, which covers nearly all the land, their developments having cost about \$350,000. He was one of the organizers of the Citizens' National Bank, of Tacoma, in which he has been Vice-President since its inception. He is also a director in the First National Bank, of South Bend, of which he was one of the organizers. In fact, there are but few successful enterprises in the vicinity which have not felt the impelling force of his progressive disposition and able services, and he deserves and enjoys the best wishes of a large community.

March 1, 1892, Mr. Huson was married at Portland, Oregon, to Miss Lavinia Wharley, an intelligent and accomplished lady, a native of Oregon, and belonging to an old and influential family.

It is to such men as Mr. Huson that Washington owes her proud position among the sister States; the energy of her inhabitants having placed the flag of success on the ramparts of prosperity.



PHILIP CARWELL, who has been prominently identified with the industrial development of Klickitat county, is the subject of the following biographical sketch. He was born in that portion of the State of Pennsylvania now included in Montour county, February 11, 1830, a son of John and Rosa (Trainor) Carwell, natives of Ireland. He was reared at Danville in his native county, and there learned the trade of carriage-making with George Crist. In 1849 he drifted with the westward tide of emigration as far as Ill-

inois, and remained at Ellisville, Fulton county, until the following year. In 1850 he again set his face toward the setting sun; in company with eight young men he left Ellisville April 1, and journeying via the Fort Laramie route and Carson he arrived at Placerville the latter part of August. He engaged in mining within eight or ten miles of this point, but at the end of a month went to Sacramento; thence he returned to Placerville and when the Indians became troublesome in the fall joined 600 other volunteers under Colonel Bill Rogers, and served in the following campaign. Then came a period in which he was engaged in ranching on the Sacramento river, and afterward did teaming from the city of Sacramento to many of the mining camps. In 1854 he went to Stockton, and there entered the employ of John Fairbanks, working at his old trade; four years later he went to Los Angeles, and thence to San Joaquin county; Portland, Oregon, was the next place of abode, and there he remained from the autumn until the following May, when he went to Salem. On March 16, 1863, he enlisted in Company G, First Oregon Cavalry, with the expectation of being sent East; in this, however, he was disappointed, being placed in service between The Dalles, Oregon, and Fort Hall, against the Indians. He was mustered out March 16, 1866.

Peace having been declared, Mr. Carwell went to Oakland, Oregon, and there went to work at his trade. In 1873 he went to Gardiner, at the mouth of the Umpqua, and there was employed in a large sawmill for a period of two years. Coming to Washington in the fall of 1875, he took up a ranch in Clarke county, on which he lived three years and a half. He then disposed of this property and went to Goldendale, Klickitat county, where he has since resided; the town was then in its infancy, and Mr. Carwell has contributed to its rapid growth and development. In 1880 he embarked in business for himself, and in connection with a general blacksmithing he carries on an extensive manufacture of carriages and wagons, his trade reaching over a wide territory. He has only first-class material and employs skilled workmen in his shop, two facts that have contributed largely to his success. His dealing has always been fair and honorable, and he has proven worthy of the confidence reposed in him.

He was united in marriage at Oakland, Oregon, March, 16, 1868, to Miss Nancy Jane

Marshall, a native of the Hoosier State. Mr. Carwell is a member of Baker Post, No. 20, G. A. R., and also belongs to the Masonic fraternity. In politics he adheres to the principles of the Republican party, giving to that organization his perfect allegiance.



JAMES A. GALLOWAY, a retired farmer living in Cowlitz county, Washington, has been a resident of the Northwest for many years, and has experienced the various hardships and privations incident to pioneer life and is now comfortably situated, enjoying the fruits of his years of toil.

James A. Galloway was born in Owen county, Indiana, in 1826, and when he was twenty-three years of age emigrated to Multnomah county, Oregon. Three months later he went to Portland, and after remaining in that city one year took up his abode in Oak Point. Two years later he went to Beaver valley, remained there three years, and then settled on Cowlitz prairie, Lewis county, Washington. After a residence of nine years at that place, he moved to Cowlitz county, where he has since lived and prospered. Of Mrs. Galloway, we record that her maiden name was Catherine Devalt, that she was born in Tennessee in 1831, and that she moved with her parents to Monroe county, Indiana, when she was nine years old. She and Mr. Galloway were married in 1840, and they are the parents of five children, John E., Margaret J., Barlow, Mary J., Leroy and Mrs. Alice Bodine.



HENRY L. VOTAW, Tacoma, was born in the State of Iowa, near Salem, Henry county, October 28, 1849, son of Jonathan and Jane B. (Lewelling) Votaw. His father was a native of Indiana, and went from Wayne county, in that State, to Iowa in 1842, and in 1847 located in Henry county, among the early settlers, and followed farming there.

Henry L. was reared on his father's farm near Salem. He was educated in the district schools of the neighborhood and at Whittier's College, Salem. He was married there, September 21,

1871, and after his marriage located on a farm near Salem, where he was engaged principally in stock-raising until 1878. He then entered the law department of the Iowa State University, Iowa City, and there remained until his graduation in 1879. His diploma from that institution admitted him to the highest courts of the State, and he began practice at Mount Pleasant, the county seat of Henry county, where he formed a partnership with W. J. Jeffries, who, one year later, was elected Circuit Judge. Mr. Votaw then removed to Clarion, Iowa, where he was engaged in practice and dealing in real-estate for three years. After this he bought a half interest in the bank at Salem, and became its vice-president. In 1884 he disposed of his interests there and came to Tacoma, where he embarked in the real-estate business; a little less than two years later he went back to Iowa, and at Marshalltown dealt in real-estate and also carried on an insurance business, remaining there until 1891. He then returned to Tacoma and has since been identified with its interests, being engaged in the practice of his profession as well as doing a real-estate and insurance business. Since August 1, 1892, he has been associated in his law practice with Judge Charles L. Lytle, the style of the firm being Lytle & Votaw.

Politically, Mr. Votaw is a Republican, and has taken an active part in the organization and convention work of his party. He was twice elected Justice of the Peace, while a resident of Marshalltown, Iowa, and resigned that office, while officiating in his second term, to return to Tacoma. He is a member of the following fraternal organizations: Iowa Valley Lodge, No. 486, F. & A. M., Marshalltown, Iowa; Signet Chapter, No. 27, R. A. M., Marshalltown; and of Tacoma Commandery, Knights Templar, Tacoma.

Of Mr. Votaw's family we record that his wife was formerly Miss Anna J. Cammack, and that she is a native of Henry county, Iowa. They have five children: Della May, Myrtle, Jessie M., Ralph C., and Clifford H.



DR. JOHNSON ARMSTRONG, one of the leading physicians of Tacoma, was born at Beallsville, Monroe county, Ohio, June 6, 1853, son of Henry and Margaret

(Adams) Armstrong, the former a native of Pennsylvania, and the latter of Virginia, although reared in Ohio.

Until he was eleven years old he lived at Beallsville, and in 1864 he accompanied his parents on their removal to Fairfield, Iowa, where his literary education was received. He began the study of medicine in the office of Dr. R. J. Mohr, of Fairfield, in 1875, and in 1878 entered Rush Medical College, Chicago, where he graduated with the class of 1880. He entered upon his professional career at Orleans, Nebraska, and after a practice of two years and two months at that place came to the Pacific coast, arriving in Washington Territory, July 16, 1882, and at Tacoma August 26, of that same year. The other members of the profession then practicing in Tacoma were Drs. McCoy, Bostwick, Verchow, Glasscock and Ashmore, of whom all except one are either gone out of the city or retired from practice; so that Dr. Armstrong now ranks as one of the pioneers of his profession.

He was a member of the old Puget Sound Medical Society, which has since been reorganized into the State Medical Society. He was one of the organizers of the Medical Society of Pierce county, of which he has been vice-president.

Dr. Armstrong was married in Tacoma, May 5, 1891, to Miss Minnie Humphreys, a native of Illinois.



GEORGE H. RYAN, was born near Friendship, Allegany county, New York, July 31, 1848. His parents were Henry R. and Abbie G. (Gasley); the former was a native of New Ipswich, New Hampshire, his father being one of the earliest settlers there; the latter was born near Seneca Falls, New York, her people being an old New York family of English extraction. His father removed in 1852 to Portage City, Wisconsin, and from there one year later to Bangor, at that time being a pioneer in this section. He established himself in the furniture business, and now resides near that place on a farm. He was seventy-five years old in 1893. His mother was sixty-five years old.

Mr. Ryan was reared and educated at Bangor and then entered the furniture manufacturing

business with his father. Two years later he went to Duluth, on Lake Superior, and engaged in lumbering manufacturing, as manager for Munger & Gray, who had two large mills. In 1872 after studying closely the tendency of the time he decided to emigrate farther west, so removed to San Francisco, and thence by way of Kalama and Olympia, he reached his first stopping place in the State of Washington, Port Gamble, where he entered the employ of the Puget Mill Company, as keeper and tallyman for two years; but, meanwhile he bought forty acres and began improving it. He set out twelve acres in hops, which land he is at present devoting to that purpose. After two years at Port Gamble he removed to Tacoma and has resided there since.

He was married in San Francisco on May 18, 1875, to Miss Lucy V. Wood, daughter of Lewis D. and Lucy V. (Church) Wood. Her father and mother were of New Jersey pioneer families. Mr. and Mrs. Ryan have five children, viz.: Henry R., Lewis D., Edith E., Charles A. and Warren P.

Mr. Ryan has been a Republican all his life and attended the general convention in 1892 that chose the delegation to the Minneapolis convention. He was the first Mayor of Sumner, holding that office in 1891, was president of the School Board for six years and during his term the present school building was constructed, which completed will cost \$22,000.00.



RB. DODGE, one of the most thriving farmers in western Washington, near Olympia, and an early pioneer of the State, was born near Springboro, Pennsylvania. His parents, John and Sarah (Ives) Dodge, were natives of New York State and Connecticut, respectively, the former a mason by trade, at which he worked all through life. When the subject of this sketch was thirteen years of age, his parents joined the westward bound tide of emigration, removing from the Keystone State, to Stark county, Illinois, near Toulon, where the father continued to work at his trade. Much to the son's gratification, however, he was allowed to work on a farm, in which occupation he was employed for eight years. It had always been his ambition, from early boyhood, to become a farmer and own land on a large scale; thus it was that at the age of

twenty-two, he concluded to go West, where land was plentiful, and secure for himself a farm.

Accordingly, in 1853, he prevailed on his father and family to accompany him in his trip across the plains. They endured the usual hardships and inconveniences of those early times, but finally arrived safely in Marion county, Oregon, in October, 1853. Here the father and the rest of the family remained, but the subject of this sketch not being yet satisfied, pushed on up the rivers in canoes, across unbroken country, cutting trails, fording creeks, etc., until in November, 1853, he arrived in Olympia, Washington. Hearing of good farming land not far south of the city, he lost no time in looking it up and found a satisfactory location in Black river valley. Here he took a donation claim of 160 acres, and by the time of the outbreak of the Indians war, in 1855, had the greater portion of his land under cultivation. During the troublous times which followed, he did not leave his claim and seek safety in a fort, as many did, but remained at home and was not molested. He has since added many more acres to his original tract of land, and after years of toil, has to-day one of the largest and best farms in western Washington. He has 400 acres in shape for cultivation and 2,300 acres in meadow and grazing land, well stocked with cattle and sheep. He owns one of the largest barns in western Washington, it being 250 feet in length and proportionately large otherwise. His opinion as to the adaptability of grain, cereals, etc., to various soils and localities may be accepted as the best authority. Born with a natural love for his occupation, all his study and experience has been along the line of improvement in his favorite work, until he has now reached that point of attainment in all its details justly designated as perfection.

In 1863, Mr. Dodge was first married, to Mary E. Shaser, daughter of George and Margaret (Packwood) Shaser, prominent and worthy pioneers of Washington. By this marriage there were two children: F. I.; and Margaret P., now Mrs. VanVleet. In 1875, Mr. Dodge was deprived by death of his faithful wife, whose advice and assistance had contributed much to his prosperity. In 1878, he was again married, his second wife being Ada L. Marcy, an estimable lady, daughter of Bradley and Mary J. (Proseus) Marcy, also worthy pioneers of Washington. By this marriage there are seven

children: Orval, Olive, Grace, Sophronia, Mary, Belle and Bradley.

Few men are more justly entitled than Mr. Dodge to the esteem of a community whose interests he had aided by his energetic and intelligent efforts in the development of the country.

JAMES WORK REEDER, M. D., is one of the leading citizens of Goldendale, and one of the foremost members of the medical profession in Klickitat county, Washington. He is a native of the State of Illinois, born at Minonk, Woodford county, September 18, 1846. His parents are Thomas B. and Elizabeth (Work) Reeder, natives of Ohio and Pennsylvania, respectively; the father is of French extraction, and the mother is of Scotch-Irish descent. The Doctor was reared in the county of his birth, and secured his literary education in the common schools of Minonk; he began his medical studies under the direction of Dr. A. H. Kinnear, of Metamora, Illinois, and when he had made sufficient preparation he entered Rush Medical College, from which institution he was graduated with the class of 1870. He began the practice of his profession at Reading, La Salle county, Illinois; one year later he was married and removed to Bellevue, Kansas, thirty miles from Topeka; after a few months, however, he returned to Illinois, and established himself in the new town of Dana, Woodford county; he was very successful in his practice and won a large patronage.

The tide of emigration ever moving to the west, proved a suggestion to Dr. Reeder, and he determined to try his fortune beyond the Rocky mountains. He removed to Idaho, and settled at Moscow, where he remained ten years. Coming to Lincoln, Nebraska, he was there one year, emigrating at the end of twelve months to the Pacific coast. He settled in Goldendale, Klickitat county, Washington, and has conducted a prosperous and successful practice since November, 1888.

He was married at Minonk, Illinois, September 12, 1870, to Miss Sarah Emeline Davison, of Illinois. Three children have been born to them: Nellie Letitia and Thomas Scott are deceased; a daughter, Gertrude Fairchild, survives. Dr. Reeder is clerk of the local lodge

of Modern Woodmen of the World, and is Recorder of the A. O. U. W. lodge at Goldendale. He is the present Health Officer of Goldendale, and is serving with marked ability. Politically he adheres to the principles of the Republican party.



JOHAN P. HAYS, a pioneer of Olympia, Washington, and one of that city's most prominent and respected residents, was born in Pulaski county, Kentucky, June 26, 1833. His parents were Charles and Catharine (Prather) Hays, the former a native of the same place as the subject of this sketch. This worthy couple had five children, when the mother died. The father subsequently remarried, his second wife being Betsy Bailey, and they had six children. In 1839 the parents removed with their children from Kentucky to Saline county, Missouri, where the father extensively engaged in farming. He was thus employed until his death by cholera in 1849, leaving his family and a large circle of friends to mourn his loss.

Thus early bereaved, and being one of a large family, the subject of this sketch was thrown on his own resources. Accordingly, in the following year of 1850, having heard of the gold excitement in California, he started with bright hopes for the far West, his destination being Sacramento. He stopped about forty miles east of that place, however, at a point on the American river, where he was engaged in mining one year, at the end of which time he returned to Saline county, Missouri. He remained at home but a short time, however, but bought stock and started for Texas the last of December, 1857, with a drove of cattle and mules. In the Red river country he sold the stock and proceeded south to Alexander, Erath county, and thence to Galveston, whence he went by boat across the Gulf to New Orleans, and on boat up the Mississippi and Missouri rivers, back to Saline county, Missouri, which point he reached about February, 1852.

April 1, 1852, he again started across the plains by ox team, this time coming to Portland, Oregon, where he arrived in September. He thence proceeded to Milwaukee, in the same Territory, where he remained until 1854, at which time he came to Olympia, Washington, where he has ever since resided. He at first

worked in and about town at the lumbering business, and also bought and sold land. From that time on he has steadily prospered, his career affording a good object lesson to all young men without means, but possessing the equivalent in health, energy and intelligence. Mr. Hays now owns a valuable farm near Olympia, of which he has about seventy acres under an excellent state of cultivation, also a large orchard of various fruits. He cleared this land from a dense forest, an undertaking requiring a vast amount of labor and patience, but the fertility of the soil has amply rewarded his efforts in its great productiveness. He also raised hops for several years, but owing to the difficulties connected with this industry, he plowed them up and cultivates hay instead. He has been engaged in the dairy business for the past ten years, which has resulted profitably.

In 1855 Mr. Hays was married to Miss Carolina Scott of Thurston county, who came across the plains to Washington with her father, John Scott, in an early day. Her father has since died, but is well remembered as a stirring pioneer and able citizen. Mr. and Mrs. Hays have four living children: Charles P., unmarried; William T., married and living in Thurston county; Nellie F. Folsom, residing in Everett, Washington; and Sadie, now Mrs. Ira Kneeland, of Tacoma.

Many positions of public trust have been offered Mr. Hays, all of which he has declined, preferring the free life of a farmer to the responsibilities of office. He is an Odd Fellow of Olympia Lodge No. 1. In the various relations of life, he has always been characterized by unvarying integrity, consideration for the rights of others, liberality of thought and generosity of action, and enjoys a high position in the regard of his fellow men.



JJ. CAMERON, a successful farmer of Thurston county, Washington, residing near Tumwater, is an old pioneer and widely and favorably known in his locality. He was born in Knox county, Tennessee, in 1831, where his parents, James and Sarah (Hughes) Cameron, died, the former in 1832, aged fifty, and the latter when about the same age.

The life of Mr. Cameron has been one of great change, his travels extending over most of the Northwest. This commenced at Hillsborough, Illinois, whence he journeyed to St. Joe, Missouri, reaching the latter place, April 9, 1852. From there he crossed the plains, finally arriving at Oregon City, Oregon, where he remained one month. From there he came for the first time to Tumwater, Washington, whence he returned, in 1856, to Fort Stevenson on the Missouri river, where he remained five days. He then returned to the Dalles, in Oregon, staying there a week, at the end of which time he once more retraced his steps to Tumwater, from which place he has never seemed able to go very far or remain away a great length of time. He now entered the Government service as a private in Company B, doing duty about six months, first under Captain Hays and afterward under Captain Heniss. Mr. Cameron crossed the Natchez Pass twice in 1855, and in 1857 went to California, where he remained about a year, returning in 1858, to Tumwater. In the same year, he went to Idaho, and from there to Salt Lake City, Utah, returning thence to The Dalles, and from there to Portland, Oregon's metropolis, and back again to Tumwater, arriving in the latter place in 1860. He remained there two years, and then, in 1862, visited Victoria, British Columbia, going from there to Frazer river, and thence to the mining region, whence he once more returned to Tumwater, arriving at the latter place October 30th. In November of the same year he went to Mound prairie, on the Black river, where he took a claim, and has resided ever since.

His wife's maiden name was Catherine Simmons, whose uncle, Michael Simmons, was the original owner of the land, and the founder of the city now known as Tumwater. Mr. and Mrs. Cameron have two children, twin boys: James and Harvey, twelve years of age, who bid fair to develop into sturdy, intelligent young men, a credit to their parents and to the great State, in which they were born.



EC. MEADE, one of the successful business men of Pierce county, Washington, was born at Litchfield, Herkimer county, New York, in 1837, a son of John Meade, who was of English descent. His father being a

farmer, he was reared to agricultural pursuits. His education was received in the schools of Litchfield. At the age of twenty-two he left the scenes of his childhood and went to Petersburg, Virginia, where he engaged in farming for about seven years. At that time he came out West to California, and for about four months was at Gold Hill, that State. Then he to Washo, (now known as Virginia City), Nevada. He remained there only a short time, however, when he went back to California, and made his home there until January, 1862, when he came to Washington, or rather to Puget Sound. At that time he pre-empted a claim of eighty-four acres of land, located between the Puyallup and Stuck rivers. Subsequently he bought eighty acres and engaged in farming and hop raising with his brother-in-law, L. F. Thompson, with whom he was associated nineteen years. At this writing he is alone in business.

Mr. Meade married Miss Louisa F. Kinkade, a daughter of W. M. Kinkade, a farmer. The Kinkades are of Scotch descent. Mr. and Mrs. Meade have two children.

Mr. Meade is a member of the Masonic fraternity, is an honorable and upright man, and has the respect and esteem of all who know him.



JOHN VALENTINE MEEKER, a prominent citizen of Puyallup county, is a native of Butler county, Ohio, and was born July 13, 1824, a mile and a half west of Monroe. His parents were Jacob R. and Phoebe S. (Baker) Meeker. The Meeker family is an old one, the American progenitor having arrived at Boston in 1637, from Essex, England, probably of Scotch ancestry. It was at Boston that three brothers, of whom John, the direct ancestor of our subject, was one, were born. In 1638 the family removed to Hartford, and remained there until 1665, when John and Joseph went to Elizabeth, New Jersey, settling there as pioneers. From this family the subject of this sketch is of the tenth generation. Mr. Meeker's father, born near Elizabeth, was reared in Ithaca, New York, and when a young man he came to Ohio, and was married in Butler county, that State, to a lady who was born in Maryland, of New Jersey parents, who were from the same neighborhood as the Meekers. Our subject's

great-grandfather was of the fourth or fifth generation from the foundation of the family in New England. In the latter part of 1837 Jacob R. Meeker moved with his family to Indiana, and four years afterward to Indianapolis, where John V. completed his education at the county seminary.

He early learned from his father the trade of miller, and followed it until he was twenty years of age, and then taught school for ten years. He came to the coast in the winter of 1859, leaving New York about the 15th of October, in the *North Star* for Panama. On the way, near the Bahama islands, the vessel ran upon a rock, and directly after getting off of that it ran upon a reef at French Key, and was confined there a week. A bad leak was caused by these accidents. On the Pacific side Mr. Meeker sailed in the steamer *Cortez*, and reached San Francisco within eighteen day—a quick trip. A few day afterward he sailed for Washington, and reached Steilacoom December 10. During the next year, 1860, he located a claim in Puyallup valley, precisely where the town now stands. Here he lived and taught school until 1870.

Mr. Meeker was one of the first to introduce the hop industry into this section of the State, carrying the roots upon his back from Steilacoom, where he had obtained them of a small brewer named Wood, to whom they had been sent from abroad. He sold his first crop to this brewer. The place where he planted this crop is now called Sumner.

January 14, 1849, Mr. Meeker married Miss Mary Jane Pence, who was born near German-town, Butler county, Ohio, on the road between that place and Middletown. She is a daughter of Joseph and Sarah (Enoch) Pence. Her father was born in Virginia, of Virginian parents who were of German ancestry, and her mother was born in Butler county, Ohio, of Irish ancestry, her mother's maiden name being Holmes. When Mrs. Meeker was three years of age her parents removed to a point four miles west of Indianapolis, where her marriage took place. Her parents died in Indiana. Mr. Meeker's father died in 1869, and his mother died on the plains in 1854, while coming to the coast.

Mr. and Mrs. Meeker have reared five children, one of whom, Lucy J., married George Marshall, October 7, 1861, and died February 6, 1887. The living children are: Mary F., wife of Clarence O. Bean, of Tacoma; Joseph Pence; Harriet E., wife of Edward Dana, of

Puyallup; Maggie A., now the wife of Joseph Freeman, of Puyallup; and May.

Mr. Meeker is a member of Unity Lodge, No. 18, I. O. O. F., having joined in 1853, Dayton Lodge, No. 56, at Eddyville, Iowa; also a member of Alki Encampment, No. 5, and of Canton No. 1, at Walla Walla; of Schnyler Colfax Lodge, Rebekah degree, No. 14, etc. In each of these he stand high. He has been Grand Master of the Grand Lodge, Grand Patriarch of the Grand Canton, Representative to the Grand Council, etc.

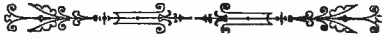
In public life Mr. Meeker has been very active. For many years he was identified with the Republican party; served eight years as County Surveyor and four years as County Superintendent of Public Instruction, then as County Commissioner for a number of years; was four years Justice of the Peace; United States Commissioner for a number of years, appointed by the Supreme Court; Notary Public many years; was Deputy United States Surveyor for nearly twenty years, etc. He surveyed for the Government the land where Tacoma now stands, when there was nothing there but weeds and no one dreamed of a town.



DOUGLASS MONAGHAN was born at Manetton, Ohio, on the 30th day of May, 1862. His parents are Charles and Barbara (Stephens) Monaghan, the former a native of Ohio, the latter of Pennsylvania. Our subject was reared and educated at his native place, but later entered the Hannibal University. At the age of sixteen he left home and went to Bowling Green, where he remained for three years, and then went to Hannibal. When twenty-one years old he removed to Minnesota, and followed gardening for several years, until in 1889 he came to Washington. On his arrival here he first rented what was then known as the A. D. Ross place, which had about fourteen acres in hops and thirty acres in vegetables for marketing. After two years there he took the place where he at present resides, and devoted all of his land to fruit and hops.

Mr. Monaghan was married on July 14, 1890, to Miss Maggie Sweeney, of Minneapolis. They have one child, Robert, born on the 1st of May, 1891.

Mr. Monaghan is a Democrat politically, and is active in politics. He is one of Washington's most progressive farmers and a man much respected in his community.



J H. STEPWALT is a native of Europe and was born in Prussia, at Dusseldorf, on the 13th of April, 1828. He was about fifteen years of age when he came to America, sailing from Bremen and landing at New York. He traveled throughout the States and finally went to San Francisco, making the journey across the plains in company of Dr. Knox. He went to British Columbia in 1858, during the Fraser river excitement. From there he went to Portland, Oregon, but remained only a short time and then came to Washington, working in Walla Walla mostly. From 1875 to 1882 he worked in Wallowa valley and in the latter year bought 300 acres of land, thirty of which he has cleared.

Mr. Stepwalt is a member of the Flatwood Grange, No. 60, and is independent politically.

His experience in the early days of the West was a thrilling one. He has had numerous engagements with the Indians, and, while prospecting in 1883, had a horse shot from under him. In 1866, while mining on Smith's creek, California, with a party of thirty men in camp, there were fourteen of them killed by the Indians, and he himself escaped narrowly, having his hat riddled with bullet holes.

Mr. Stepwalt considers himself one of the pioneers of the country and is rightly entitled to be so called. He looks back on the stormy experiences of his past and by the very recollection is made to enjoy all the more his present comfortable old age.



J S. DOBBINS, a well-known resident of Olympia, Washington, was born near Sparta, Randolph county, Illinois, in 1830.

His parents, John and Margaret Dobbins, were natives of county Antrim, Ireland, were married there, and about 1820 emigrated from the Emerald Isle to the United States, settling in Randolph county, Illinois, among

the pioneers of that locality. There they engaged in agricultural pursuits, spent honorable and industrious lives, and were respected by all who knew them.

J. S. Dobbins was educated in his native county. At the age of seventeen he was apprenticed to the trade of blacksmith, served four years and a half, and at the end of that time engaged in business for himself, opening a shop at Sparta, which he conducted for a number of years. In 1862 he made a trip to Portland, Oregon, to look after the estate of his deceased brother, Crawford Dobbins, an Oregon pioneer of 1849, who was blown up with the steamer *Gazelle* while making her trial trip. Returning to the East in 1863, Mr. Dobbins enlisted for three months' service in Company K, 142d Illinois Volunteer Infantry, and served in the department of Tennessee, chiefly on guard duty in the vicinity of Memphis. His term of service was extended to six months, at the end of which time he was discharged and returned to Sparta.

Mr. Dobbins continued his blacksmith business in Sparta until 1869, when he sold out and came to Olympia, Washington, where his aunt, Jane Wilie, widow of Adam Wilie, resided, and still lives, being now eighty years of age. Mr. and Mrs. Wilie came to this coast in 1849. Shortly after his arrival here, Mr. Dobbins built a two-story shop, 20 x 40 feet, on the corner of Third and Washington streets, opened a general blacksmith shop, and also engaged in the manufacture of light and heavy wagons, which he continued up to 1876. That year he sold out, and he and his family made a trip East, visiting the Centennial at Philadelphia. Returning to Olympia in the fall he resumed business on the old site, and in the spring of 1877 bought the shop of Rice Tilley, corner of Third and Columbia streets. He did a general blacksmith business until 1891, when he sold out and retired.

Mr. Dobbins was married in Randolph county, Illinois, in 1857, to Miss Eunice Holden, a native of that county. They have two children—Nettie, wife of Fred Guyot, and Adelaide.

Financially he may be classed with the successful men of the city. He has made wise investments and has accumulated valuable real estate here, and while he has been devoted to his business interests, he has taken also a commendable interest in public affairs. He served

one term as Mayor of Olympia, several terms as a member of the Council, and one term as County Commissioner. In the Republican county convention of August, 1892, he was nominated as Sheriff of Thurston county. Socially, Mr. Dobbins is a member of the I. O. O. F. and encampment, I. O. G. T., A. O. U. W., and George H. Thomas Post, G. A. R.



FREDRICK AND STEPHEN SHOBERT. Fredrick Shobert, the father of Stephen, was born in Pennsylvania in 1814, his parents being John and Catherine (Harmon) Shobert. He was married in 1836, to Miss Catherine Mace, of Luzerne county, Pennsylvania, a daughter of Jacob and Polly (Ketner) Mace. They moved from Pennsylvania to Illinois in 1847, and in 1849 F. Shobert crossed the plains to California, mining for gold until the fall of 1851, when he returned to his family by the way of the Isthmus of Panama and New York. In the following spring he started for Oregon with his family, making the journey across the plains with ox teams.

The party crossed the Missouri river at Council Bluffs, Iowa, and followed the route via Platte river and Fort Laramie to Salmon Falls, on Snake river, from which point the train took an entirely new route, crossing the Snake river at Salmon Falls and proceeding to Fort Boise. This was the origin of this route, which was afterward followed by a majority of the emigrants.

They arrived in Portland, Oregon, in September, and lived there until the spring of 1853, when they moved on to the place where Stephen Shobert now resides, about twenty miles north of Portland, in this State. The place was originally a donation claim, and consisted of a tract of 320 acres of land, most of which was covered with a heavy growth of timber. This was the principal reason that induced Mr. Shobert to select this claim, as he could log the timber and roll it to the water for early transportation. With the exception of a short trip to California in 1855, Mr. Shobert resided here until his death, which occurred September 14, 1873. He is buried at Vancouver. He was a faithful member and active Trustee of the Methodist Church at Union Ridge, now Ridgefield. He was a Republican politically. Mr.

and Mrs. Shobert had five children, of whom two, Polly and Jacob, are deceased. Those living are Amanda, William Henry and Stephen, the subject of the remainder of our sketch.

Stephen Shobert was born in Luzerne county, Pennsylvania, January 30, 1837, and was ten years old when the family removed to Illinois, and remembers distinctly the journey across the plains with its attendant incidents, which occurred when he was fifteen years old. He received his early education in Pennsylvania and Illinois, and pursued his studies after reaching this section, at Vancouver. He was reared to manhood on the home place, living there continuously with exception of the fall and winter when the hostility of the Indians compelled the family to seek safety in Portland. In 1861 he decided to try his fortune in the Oro Fino mines, but this venture was attended with but poor success, and in the spring of 1863 he went to the Boise basin, where he mined for nearly nine years, making and losing money as the luck went. Finally, with no prospect of permanent success in the business, he returned to his home in September of 1873, just a short time before his father's death, and has remained there since. He was married there on July 4, 1882, to a widow, who had one child, named Henry. Her maiden name was Miss Julia Vinton. They have had five children, of whom one died in infancy. Those living are Effie O., Cora E., Freddie E. and Warren Roy.

Mr. Shobert is a Republican politically, and was School Clerk from the time of his return from Idaho until 1892, when he resigned. He was also Postmaster at Union Ridge (now Ridgefield) from 1873 until 1886, when he resigned in favor of S. P. Mackey, his successor in the business of general merchandise, in which he had been engaged during the eight years previous.



JARED W. McIRVIN was born in Hardin county, Ohio, on June 13, 1885, and is the son of Edward and Mary Ellen (Smith) McIrvin. When he was one year old the family removed to Putnam county, Missouri, where they lived until 1860, when they crossed the plains and located at Walla Walla, where they remained for three years, when they removed to Linn county, Oregon, but in the spring of 1864

they went back to Walla Walla, where they remained one year. They have located a claim in Clarke county, on the old battle ground. It was there that the mother died, in 1866.

Jared W. received his education mostly in the State, and worked at farming until manhood. In 1878 he was married. He then worked for awhile in Portland, but later leased a farm in Clarke county, where he engaged in cutting and shipping wood to Portland. In 1884 he bought forty acres of land where he now resides, and where he has lived, off and on, since purchasing it. He now has one of the finest farms in Clarke county, devoted to raising of prunes and other fruits.

Mrs. McIrvin was formerly a Miss Ellen Powly, daughter of Christian and Elizabeth (Weigel) Powly. Her parents were married in Clarke county, where her father took up a donation claim of 320 acres in 1851, and now resides there. Her mother died in 1871.

Mr. and Mrs. McIrvin have seven children living, viz.: Vinuie Belle, Anna Elizabeth, Edward, Jared Christian, Alexander Osevard, Martin Leonard and Elmon Emerson.

Mr. McIrvin is a member of Fruit Valley Grange, No. 80, Patrons of Husbandry. Politically he is a staunch Republican. He is now a prosperous farmer, and one of Washington's most respected rural citizens. His success is due to his own thrift and energy.



EUGENE S. HORTON, one of the enterprising young business men of Olympia, Washington, was born in this city, September 10, 1861.

His father, William N. Horton, was born in Goshen, New York, in 1831. Leaving home in early manhood, he went to New Orleans and engaged in work upon the Mississippi river steamboats and learned the trade of engineer, running upon the river until the California gold excitement of 1848. In 1849 he joined the tide of emigration that swept toward the El Dorado of the West, making the journey to San Francisco via the Panama route. Instead of going to the mines he engaged in speculation in the city, became the owner of business property and rented the same until the great fire of 1852, when his buildings went up in flame and smoke. He then removed to Oregon, and for

several years was engaged as engineer on the river boats Fashion and Lot Whitcomb. In the spring of 1853 he was married at the Cascades to Miss Emma Hartsock. In 1855 he came to Puget Sound. That same year he accompanied Captain J. G. Parker to San Francisco and brought to the Sound the propeller Traveler, upon which he was employed as engineer for a number of years, until he ultimately purchased the vessel. In the fall of 1856 the steamer was lost off Foulweather bluff while under charter to the Indian Department. About 1867 Mr. Horton organized the Washington Water Company, being associated with Captain Hale and S. D. Howe. The present city water system is the outgrowth of that enterprise. This interest necessitated the production of some pipe for carrying purposes, and Mr. Horton began the manufacture of wooden conduit, establishing a manufactory at Tumwater, and incorporating the Washington Pipe Manufacturing Company, which was successfully continued for a number of years. He invented and patented many appliances for the improvement of wooden water-conduits. The business is now being continued by the Puget Sound Pipe Co. Mr. Horton died March 8, 1887. He was a man of energy, enterprise and great will power, and added materially to the development of his adopted city.

Eugene S. Horton was educated in the schools of Olympia, receiving practical training in connection with his father's interests, and while engaged in the water-works system he learned the trade of plumbing. He first established a shop in 1883, which he conducted about three years. Then he accepted the position of Superintendent and Manager of the water-works system, and held that office until 1889, when he went to Fairhaven and opened a shop for general plumbing work. In 1891 he returned to Olympia and opened a store at 316 Fourth street for the sale of stoves, tinware and plumbing goods, with experienced workmen in every department.

He was married in Olympia, September 8, 1883, to Miss Inez Baker, a native of Kentucky and a daughter of Captain Volney Baker of the regular army. They have three children: Stanley B., Margorie E., and Hoy.

Socially, Mr. Horton affiliates with the K. of P. and the B. P. O. E. He resides at 203 Thirteenth street, where he built his handsome home in 1888. During the same year he platted

ten acres on the east side, bordering Fourth street, and added it to the city as Hurton's addition. He also owns valuable improved business and residence property at Fairhaven. Through him is worthily continued the name which all learned to love and respect during the life of his honored father.



JOHAN M. SWAN, one of the earliest pioneers of Olympia, Washington, was born in the town of Greenock, Scotland, April 17, 1823. When a child he moved with his parents to the island of Skye (one of the Hebrides), on the northwest coast of Scotland. In the year 1837 his family removed to the city of Glasgow, where he began to learn the trade of machinist and mechanical engineering, but that business being too confining and not agreeing with his health, was abandoned by him after he had served nearly a year at it. He then became apprenticed to Robert Barklay, who carried on the business of shipbuilding and repairing in Finnieston, a suburb of Glasgow, on the north bank of the river Clyde. After having served the term of his apprenticeship—five years—he emigrated to the British provinces of North America, taking passage on the bark *Yorkshire*, at Liverpool, May 17, 1843, and after a stormy passage, landing at Pictou, Nova Scotia, June 22. After a stay of a few days only in the town of Pictou, he went to Prince Edward's island, where he followed his trade for nearly two years. Leaving the island in May, 1845, he went to Halifax, and thence to St. John's, New Brunswick.

Being animated with a desire for adventure and to visit distant lands, he shipped as carpenter on the ship *Athol*, then bound on a whaling voyage to the south seas, for a three years' cruise. In January, 1846, the ship rounded Cape Horn into the Pacific ocean, and after cruising for a few months in the south Pacific, the ship went into the port of San Carlos, in the island of Chiloe, adjoining the coast of Chili. Here circumstances induced him to leave the ship. After a residence of about five months in San Carlos, he went to Valparaiso and engaged in the service of the South Pacific Mail Steamship Company, being for a short time at the company's headquarters in the port of Calao, Peru. This company had a mail sub-

sidy from the several republics along the west coast of South America, and connected (via the Isthmus of Panama) with the mail packet line from Southampton to the West Indies and Chagres. The South Pacific Mail Steamship Company route extended from Panama, in New Granada, to Valparaiso, in Chili, and employed four steamships: the *Chili* and *Peru*, wooden ships, and the *Equador* and *New Granada*, iron vessels. Mr. Swan was soon transferred to the position of carpenter on board the steamship *Equador*, where he remained until January, 1849, when he left the company's employ to come to California. He arrived in San Francisco in April of that year, and after remaining there about two weeks, went to the mines, landing in Sullivan's diggings on the 13th of May, 1849. Having only moderate luck in the mines, he returned to San Francisco in September. After a temporary sojourn at the latter place, on the 2d of November he took passage for Puget Sound on the brig *Orbit*, William Dunham being master, and had for fellow-passengers W. H. Murray, now a resident of Pierce county, and Chas Hart Smith, from Calais, Maine. They had a good run from San Francisco to Cape Flattery, which was made in eight days, when tempestuous weather drove them off shore, and for two weeks they were baffling with the storm along the coast, unable to enter the strait of Fuca. Finally, during a temporary lull they succeeded in gaining Neah bay, where they remained storm bound for three weeks or more, when, being favored with better weather, they weighed anchor and sailed for Victoria, a trading station of the Hudson's Bay Company, situated on Vancouver island, on the north side of the strait, and distant from the cape about seventy miles. They were in Victoria on Christmas day, 1849. Leaving Victoria, they crossed the strait of Fuca toward Point Wilson, where they met a storm which drove them to Protection island, off Port Discovery. There they made anchor and remained two days until the storm abated. Taking an Indian pilot to point out the route through Admiralty inlet and Puget Sound, they continued on their journey. January 1, 1850, they arrived at Fort Nesqually. This fort was a trading post of the Hudson's Bay Company, under the management of Dr. William Fraser Tolmie as factor. Dr. Tolmie was also a shareholder in the company. Leaving Fort Nisqually, they arrived at Budd's inlet, the head of ship navi-

gation on Puget Sound. The brig *Orbit*, on which he arrived from San Francisco, was the first vessel that ever navigated the waters of the Sound above Fort Nesqually, distance by water twenty miles. At the point on Budd's inlet where the landing was made is now situated the city of Olympia, the capital of the State of Washington. From this point an estuary of the inlet extends to the falls of the Des Chutes river, one and a half miles distant, where a sawmill and gristmill had been built in the year 1848, by Michael T. Simmons and others. At this time, however, the sawmill was not in operation, owing to the fact that most of the early settlers had gone to the California gold mines.

Anticipating the result of a measure then pending in Congress, having in view the granting of 640 acres to each of those who would migrate to and settle upon lands in Oregon (this being then a part of the Oregon Territory), and which measure, the "Donation Act," passed September 27, 1850, Mr. Simmons took possession of and claimed a section of land, including the falls of the Des Chutes, and on the same laid out an embryo town, the first town north of the Columbia river, to which he gave the name of New Market. This name was afterward changed to that of Tumwater. Mr. Simmons bought an interest in the brig *Orbit*, and having some lumber on hand at his mill, loaded the vessel with it and some shingles, and sent the same to San Francisco. At the point of landing on Budd's inlet a tract of land comprising 320 acres was possessed and claimed by Edmund Sylvester, who, in conjunction with M. T. Simmons, J. M. Swan, William H. Murray, Colonel I. N. Ebey, Benjamin F. Shaw, Charles H. Smith and Captain William Dunham, laid out and started the town of Olympia, each receiving from the proprietor a donation of two town lots, with the understanding that they would improve the same by erecting buildings thereon. J. M. Swan, having completed his house, moved into it March 23, 1850. This was the first house erected in the town, and Mr. Swan is therefore the pioneer of the city of Olympia. In February, 1850, he made a trip to Cowlitz prairie, a distance of forty miles, to the residence of John R. Jackson, who was then Clerk of the District Court, and declared his intention to become a citizen of the United States. In the spring of the same year he took possession of a donation claim of 320 acres adjoining the town site of

Olympia. Up to the beginning of the Indian war of 1855-'56 his time and labor were chiefly devoted to acquiring lots and erecting buildings in Olympia. After this he had about thirty acres of his donation claim cleared and laid off into lots as an addition to the town. In February, 1861, he went to San Francisco, returned in November, 1862, again went to Vancouver, and a year later moved to Portland, Oregon. Returning again to Olympia in 1870, he has since resided here.

In the year 1857 Mr. Swan joined the Odd Fellows, becoming at once a prominent and active worker of that great organization. He has filled the leading official positions in the several branches of the order in the State jurisdiction, and was chosen a member of the Sovereign Grand body of the order. Being of a retiring disposition, he has taken no very active part in politics. He, however, served as Assessor of Internal Revenue in the southern district of the Territory during the years 1865 and 1866, and also served as Commissioner of Thurston county six years, from 1876 to 1882. He was ever true to the responsibilities entrusted to him, and in the official positions occupied by him he rendered faithful, efficient and satisfactory service.



GEORGE E. ROBERTS.—The most important factor in the phenomenal growth accompanying the late development of Washington, has been the building of railroads, and that subject must be a prominent feature in the history of the State. For that reason, a sketch of the life of George E. Roberts, inventor of the celebrated Roberts railroad track layer, the only perfect machine for that purpose ever made, becomes an interesting addition to this volume, as his invention was perfected, and first successfully applied, within the boundaries of the State of Washington.

Mr. Roberts is a native of Ontario, Canada, born near the city of Ottawa, July 17, 1861, his parents being John and Eliza (Earl) Roberts, both natives of Ireland and descendants of ancient families. The subject of this sketch was but thirteen years old when he left home to join a brother at Bay City, Michigan, for whom he took charge of a logging camp at White Feather, when but fourteen years of age, at which early

age he had full charge of a camp of seventy men. He remained there in this capacity for two years and then returned home. Two years later, he went to Saginaw, Michigan, where he again engaged in logging for his brother. Deciding, however, to try his fortunes on the Pacific coast, he, in 1875, left Kalamazoo, Michigan, for San Francisco, California. From the latter city he went to Portland, Oregon, whence, a short time later, he proceeded to Olympia, Washington, near which place he began logging for Frank Roe. He afterward left this position and returned to Oregon where he made three lumber drives on the Calipooy river, near Albany. On leaving there, he next took charge of a large logging camp on the Columbia river, for George Weidler, of Portland, in which work he was engaged for some time. He next designed and constructed a craft for boating lumber on the Columbia river, getting the lumber out of the woods, with which to build it, expending about \$2,700 on the enterprise. This proved completely successful for the uses for which it was intended, and he was getting along well and establishing himself on a firm footing, when he was taken ill, and for a year and a half lay at The Dalles sick with typhoid fever.

When he recovered, his savings were all gone, and he was back where he had originally started from, only worse off. He was not long, however, in making an effort to regain his former foothold. Borrowing \$80 from an acquaintance, he went out on Hermann creek, where he bought wood from a German living there, and bringing it to The Dalles sold it, realizing in ten days \$800 on his investment. This one event sufficiently indicates the difference between Mr. Roberts and ordinary men. This same opportunity was there for others as well as for himself, yet no sooner had he recovered from his long illness than he saw and took advantage of it. Within sixty days, he had cleared \$2,300. He then proceeded to Spokane, and shortly perceived another chance for profitable speculation. He accordingly bought hogs and sold them to the Chinamen on the Northern Pacific railroad. He next assumed charge for Mr. Cannon, the banker at Spokane, of that gentleman's booms on the Spokane river, in which occupation Mr. Roberts was profitably employed during one summer. Mr. Roberts remained in Spokane until the outbreak of the Coeur d'Alene mining excitement, when he

went to that point. Here again his knowledge of lumber-driving resulted to his advantage in suggesting to him the idea of freighting supplies to the mines, in which business he used boats from Coeur d'Alene lake to the mouth of Eagle creek, in the Coeur d'Alene mountains, a distance of about seventy miles in all. During the first winter, all other avenues of communication with the mines were closed on account of the inclemency of the weather, and great difficulty was experienced in taking supplies over the route mentioned. One day forty boats started for the mines, only two of which reached their destination, these two being operated by Mr. Roberts, whose long experience in river driving enabled him to successfully manage a craft over this treacherous water-way. Mr. Roberts received as high as thirty cents a pound for freighting. Two men from Denver, who were running one of the forty boats mentioned, upset their craft on the second day out, whereupon Mr. Roberts kindly took them with him. One of these died at the end of the water journey, at the mouth of Eagle creek. He had a watch and some money on his person, which articles he wished sent to his brother in Denver, but he would not give them to his partner, preferring rather to trust them to Mr. Roberts, who promptly forwarded them to the brother in Colorado. They buried the young man at the mouth of Eagle creek, where the wild winds and the sweep of the water sang his requiem.

Mr. Roberts continued to be engaged in freighting for six months, and then entered the employ of the Northern Pacific Railroad at Kennewick, from which point he was engaged in constructing the line to Yakima. Meantime, he had been revolving in his mind the feasibility of a track laying machine, and when near Yakima, began work upon it. Under his direction, drawings of the proposed machine were made by a draughtsman in the employ of V. G. Bogue, the railroad engineer, a year being consumed in making the plans and obtaining the patents. He began at Ellensburg, the work of putting the machine together, first constructing the patterns for the various parts of the invention, and some of the castings were made at Walla Walla. On the first machine which he constructed, the tramways, which run alongside, were ninety feet long, which he then thought was a good length, but after getting his invention into running order, he increased

this length to 1,500 feet, which showed how far even he had underestimated the greatness of his work. When he had advanced far enough in the construction of his contrivance to accommodate three cars of ties and one car of steel, he began using his invention. At this time a man came to inspect it, who had been sent by Mr. Huson, of the Northern Pacific Railroad (now Mayor of Tacoma). On this man's reporting favorably as to the merits of the machine, it was shipped on two cars to Green river for trial. Mr. Roberts, with the assistance of another man who was interested with him in the machine, loaded it on the cars, and Mr. Roberts unequivocally asserts that this was the hardest day's work of his life. The day finally came for its trial, the Green River Northern railroad being that on which its merits were to be tested. On the day appointed, a large crowd was in attendance to watch proceedings, among which were many practical and thoroughly informed men, all intent on ascertaining whether the great invention would prove a success. This was just four years after Mr. Roberts had commenced his invention, and his feelings on this occasion may be better imagined than described. His heart, however, must have beaten faster as the hour approached which was to determine whether his years of labor were to end in disappointment, or whether he was to achieve a victory which would place his name on the list of human benefactors. The decisive moment came, the great machine began its work, and the battle was won. The greatest event in the evolution of railroad building had occurred and this machine had accomplished what had been utterly failed in by forty-two inventors, who had preceded him at the patent office in Washington. Thus it was that, in railroad building, that department of industry which requires the highest order of genius and the best technically educated men in the world, this young man, so lately emerged from boyhood, and with the most meager education, and no technical training, but depending only on the innate development of his own mind, had accomplished what great engineers had never attempted, and had rendered it possible for them to perform, by the assistance of his machine and thirty men, what had previously required the services of 600 men and seventy-five teams.

The test completed, the machine was taken to Tacoma, and more new trains were built to put on more cars and handle more material.

Mr. Huson then engaged Mr. Roberts and his invention at a royalty of \$35 a mile, the machine being first operated for profit on the Washington Central railroad. Mr. Roberts' feelings of satisfaction may be surmised when he received his first check for \$700, which was the first return he had realized from his invention from the time he had conceived the idea of its construction when near Yakima.

From the Washington Central the machine was brought into Tacoma and burned, and Mr. Roberts built a new machine on a much more substantial basis, eliminating all useless parts, securing new patents, and virtually building a new machine on the lines on which it is now constructed. Following this, he built six machines at one time, one of which was taken to Montana, one to Anacortes, one to Salt Lake, and another to Milford, Utah, where it still remains, netting a loss of \$2,500, work on that railroad having been abandoned. Mr. Roberts was engaged in railroad building at various places and for different roads until he eventually came into contact with the San Francisco Bridge Company, who made him an offer and later purchased the control of his invention at a high price.

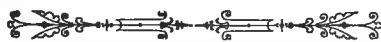
This, however, is by no means all of Mr. Roberts' inventions, one of the most ingenious of which is a mechanical calculator, which does perfect work, but which he has never patented. In 1892, he invented a hop-sprayer, but has since so greatly improved it that the machine he is now making is practically a new invention. His foundry and machine shop in Puyallup is running night and day with a large force of skilled mechanics, mainly working on orders for these machines, which have already achieved a wide reputation on the Pacific coast. Mr. Roberts has decided to call his plant the Puyallup Experimental Shop, and will give much attention to the development of different inventions of commercial importance, for the conception of which he has a wonderful faculty. Even the boiler used in his workshop, which was at first discarded as not being good enough for its original purpose, under his efforts, has become wonderfully improved and very economical, producing the same result on twenty cents worth of fuel a day as is accomplished by other boilers with a cord of wood in the same length of time.

In January, 1881, Mr. Roberts was married in Weston, Idaho, to Miss Emma Hogan, a

native of Oregon, born near the Columbia river. They have five children: Lizzie, John, Clara, Henry and George.

Mr. Roberts has already done much to perpetuate his name in the history of human progress, yet it is altogether probable that but a small part of his work has been performed. Whatever he may accomplish in the future, however, his track-laying machine must ever remain his greatest achievement. A book explanatory of the workings of that machine has been written by him and recently re-published by the San Francisco Bridge Company, its description being so plain and graphically written that a novice could understand it. In this connection it may be stated that while this machine was in operation on the Washington Central Railroad, it made a record of two and a half miles and 450 feet in eight hours, and often laid a mile of track in two and a half hours.

Mr. Roberts has the unassuming air conspicuous in men who have gained eminence through their works, but through the good natured air which surrounds him, the keen observer may discern evidences of the great mind which is best illustrated in the work it has accomplished.



WILLIAM D. VAUGHN, is known as the "Nimrod" of pioneer days in Washington and Oregon. Of his life we present the following *résumé*. William D. Vaughn was born in Carroll county, Virginia, in 1831. He left that State in 1846, for Illinois, where he spent one fall and winter. In the autumn of 1847 he went to Missouri and thence to Louisiana, where he worked all winter. The following winter he spent in the swamps of Mississippi, engaged in lumbering, and in the spring he took a raft of lumber to New Orleans. The cholera was raging in the South at that time. He went back to the Yazoo river near Vicksburg, Mississippi, and a few days later was a victim of that dread disease. After he recovered from the cholera he had a siege of chills and fever which reduced him to a mere skeleton. He then returned to Illinois and remained until he regained his strength, after which he went to work in Missouri. We next find him at Fort Leavenworth, employed as teamster by the Government until 1850. After

that he was in the employ of the bridge company, engaged in bridging the Platte river about 110 miles west of Fort Laramie. He was hired by them as a hunter and gunsmith, and spent the winter in hunting. In the spring of 1851 emigrant parties were flocking through that part of the country, and he joined one of trains and kept the emigrants supplied with game the entire trip, which covered a period of six months. He arrived in Oregon in October, 1851. There he spent the winter and the following spring, in company with some others, bought a brig and went to Queen Charlotte's island in the British possessions, to hunt for gold. He found nothing, however, and from there directed his course to Puget Sound, landing at Olympia, June 15, 1852. Olympia at that time consisted of a few log cabins. In 1855, he enlisted in the Indian war, and served during that year and 1856. He engaged in teaming, logging and rafting on the Sound until 1862. Mr. Vaughn was considered one of the best riflemen in the volunteer service. After the war he dealt in cattle for a few months, but soon went back to logging and subsequently engaged in mining. It would be almost an endless task to follow him through all his pioneer days. Suffice it to say that of the ups and downs of this world he has had his share and that he has made and lost several fortunes. He now has a gunsmith shop and livery stable in Steilacoon City. He has been elected City Marshal and also Road Supervisor, but owing to a distaste for public office he never qualified for either.

Abner and Keziah Vaughn, parents of the subject of this sketch, were both natives of Virginia, where they owned and lived upon a farm. William D. Vaughn, was married February, 1883. He and his wife have no children.



MRS. ANN McCLELAN, a resident of Steilacoon City, Washington, was born in the eastern part of Ireland, July 4, 1829. Her maiden name was Dorn, and her parents, William and Anna (Long) Dorn, also natives of Ireland, spent their lives, engaged in agricultural pursuits, on the Emerald Isle. She lived with her parents until she was twenty years of age, when, in company with some friends, she came to America. In 1849

she found herself a stranger and alone in New York city. She was successful in finding work, being an honest, trustworthy servant and holding the best recommendations. From New York she went to Vermont, thence to Wisconsin, subsequently returned to Vermont, and remained in the latter State until March, 1855. At that time, in company with John Ward's family, with whom she was employed, she started across the plains for the far West. After being on the road seven months and experiencing untold hardships, they arrived in Amador county, California. There in the fall of 1855, she married John McLaughlin, a highly educated man, a miner and a general contractor. They lived in Amador county six years, after which they moved to Yam Hill county, Oregon, where Mr. McLaughlin bought a farm. While at work on this farm, rolling logs, he was accidentally killed. After his death his widow conducted the farm in an able manner until 1863, when she was burned out and lost almost every thing she had except the land, which she sold the following year. In 1864 she married Samuel McClelan and came to Seattle, Washington. They bought a farm on Lake Washington, on which they lived twelve years. Disposing of that land in 1883, they moved to Steilacoon City, bought property and built a home. After living here about two years Mr. McClelan died, and for the second time the subject of our sketch was left a widow. She is a woman of natural shrewdness and ability and since her husband's death has managed her own affairs. She has no children of her own, but has reared two orphans.



FREEMAN W. BROWN, a resident of Olympia and prominently connected with the surveys of the Territory of Washington, was born in Washington county, Vermont, September 2, 1832, son of Leonard and Mary (Whitcomb) Brown, natives of that State, descended from the pioneer settlers of New England.

Mr. Brown was educated in the primary and high schools of Washington county, taking the advanced academic studies and paying particular attention to the higher mathematics in view of the profession of civil engineer. In the spring of 1850 he went to western New York and at-

tended Randolph College, continuing his mathematical studies, and in the fall he engaged in engineering work in Iowa, performing work for the Government.

Deciding to visit the Pacific coast, he returned to New York city in the fall of 1851 and embarked by steamer, via the Panama route, landing at San Francisco in April, 1852. Following the tide of emigration, he then visited the mines on the American river, but after a few months, with no flattering success, he returned to San Francisco and embarked for Oregon to join his uncle, Lot Whitcomb, then residing at Milwaukee. While there he engaged with David P. Thompson in running the first standard parallel west from the Willamette meridian. Completing this work about January 1, 1854, he went to Shoal Water bay to look after the estate of his deceased brother, Joel L. Brown, a pioneer of 1849. After settling the affairs of the estate, Mr. Brown went to Cowlitz county and engaged with Henry Stearns in sectionizing several townships of that country and in running the fourth standard parallel west of the Willamette meridian.

In the spring of 1855 Mr. Brown enlisted in Company B, Captain Gilmore Hayes, of Second Battalion, commanded by Colonel B. F. Shaw. Their service began upon the Puyallup river and numbered the severe battles of Connell's prairie, White river, Green river, a continuous fight while crossing the Cascades, and the battles of Umatilla and Grand Ronde in eastern Oregon, besides a large number of skirmishes. He continued in the service about twelve months.

Returning to Olympia, he engaged in Government work until 1857. Then he taught school three winters, first in Portland, afterward in Milwaukee and then in North Salem. The summer of 1859 he spent with an exploring and prospecting party through the Cascade, Blue and Rocky mountains. In the spring of 1860 he went to the mines of Salmon river and Mormon Basin, remaining till the spring of 1861.

Mr. Brown went to California in 1861 and enlisted in the First Regiment, California Volunteers, Colonel E. D. Baker. He was detailed to the Quartermaster Department and located at Benicia, and after six months was discharged, as his regiment had gone to the front. He then came to Oregon and enlisted in Company B, Oregon Volunteers, Captain C. P. Crandall, which was stationed at Steilacoom; was again detailed to the Quartermaster Department, and

continued in that service until the close of the war, receiving his discharge in the fall of 1865.

In the spring of 1866 he took a contract under the Territorial government of Washington to make a topographical survey and map of the Skagit river and tributaries, the passes of the Cascade mountains, Lake Chelan, and the northern part of the territory east of the mountains. He made this survey, returning by the Wenatchee and Sauk rivers to Puget Sound, and completed his work by fall. The following winter he taught school at French Prairie, Oregon, and in the spring of 1867 settled on his homestead, eight miles south of Olympia. He had married that spring, and to his home took his bride. Here his family resided until 1887, he meanwhile engaging in public and private surveys and during the intervals of service employing his time by grubbing stumps and ditching and draining marshes, thus reclaiming 130 acres of nature's wilds and making one of the finest farms in the county. His more important work during this period was the sectionizing of five townships on the Kalama river in 1872, and surveying the preliminary line for the Northern Pacific Railroad between Olympia and the Cowlitz river. In 1875 he ran a preliminary railroad line from Olympia to the south side of Gray's Harbor, and about 1878 located the line for the Olympia and Gray's Harbor Railroad. During 1887 and 1888 he was engaged with the Pennsylvania Land Company and the Northern Pacific Railroad Company, in making geological and mineralogical surveys in the Cascade mountains. He has also made extensive topographical surveys of the Rocky mountains and the southern part of Alaska, passing through tribe after tribe of Indians who had never before looked upon the face of a white man. Mr. Brown by tact and diplomacy secured their friendship and retained their respect.

In 1887 he built his present cottage residence on land he had purchased in 1885, it being located on East Side street in East Olympia, and here he and his family have since resided. He sold his farm in 1889 for the handsome sum of \$8,500. Since coming to Olympia his time has been fully occupied in general survey work, and since the summer of 1892 he has been employed in tide land surveys for the State.

Mr. Brown's marriage in the spring of 1867 has already been alluded to. Mrs. Brown whose maiden name was Ellen E. Mathiot, is of French descent. Her father, John Mathiot, came to

this coast in 1853. Following are the names of their four children: Frederick M., Edward E., Joel L. and Nellie P.

Mr. Brown is a member of the George H. Thomas Post, G. A. R. He is a man of honesty and strict integrity, ever true to the responsibilities devolving upon him, and is highly respected by all with whom he is brought in contact, either socially or in a business connection.



O B. LITTELL, manufacturer of sash, doors, and moldings at Seattle, was born in Clark county, Indiana, October 31, 1850. His father, Maxwell Littell, was a native of the same county, where his parents settled with the earliest pioneers. The mother of our subject, Louisa, *nee* Bellows, was born in New London, Connecticut, descended from Puritan stock. Maxwell was reared upon the farm, subsequently removing to New Albany, Indiana, and engaging in the mercantile business, which he followed through life.

O. B. Littell was educated in the schools of New Albany, and assisted his father in the store up to eighteen years of age, then went to Louisville, entering the employ of S. G. Henry & Co., dealers in boots, shoes and dry goods, and remained up to 1875, then returned to New Albany and opened a shoe store, which he conducted seven years, when he sold out, closed his business and removed to Seattle, arriving in 1882. Then he opened a shoe store and conducted it about eighteen months. In March, 1884, he bought a half interest in the small furniture and jobbing factory of M. F. O'Roke, the partnership continuing to the fall of 1886, when the firm changed to Littell & Smythe, who subsequently incorporated as Littell & Smythe Manufacturing Company, and after increasing the capacity of their plant, they began the manufacture of sash, doors and house-furnishing materials, employing an average of thirty hands, and conducted a very prosperous business up to the 27th of April, 1893, when the factory was destroyed by fire. The business of the company was then closed and the firm dissolved, and Mr. Littell leased the factory of the Western mill, located on Lake Union. This factory is a two-story frame building, 76 x 120 feet, with a molding room 40 x 80 feet, fully equipped with improved machinery

and every facility for the manufacture of house-furnishing supplies, and with a force of sixty hands Mr. Littell commenced operations on an extensive scale to supply the jobbing trade of the State, with considerable shipments to Alaska.

Mr. Littell was married in 1875 to Miss Tillie T. Duncan, of New Albany, Indiana. He is a member of no societies, and gives little attention to politics; but by honesty, perseverance and eternal vigilance has built up an extensive and lucrative business.



GEORGE D. SHANNON, for many years a prominent railroad contractor, is now a resident of Olympia, retired from active life. As a representative citizen of the Northwest, it is eminently fitting that honorable mention be made of him in this work. Following is a *résumé* of his life:

George D. Shannon was born in Watkins, at the head of Seneca lake, New York, in 1832. His parents, Thomas and Mehitabel (Corwin) Shannon, were also natives of the Empire State. At the age of fourteen years, he left home and entered upon his career in railroad work, first being employed as teamster in grading the Canandaigua & Elmira railroad. His next step was as foreman in grading for the New York & Erie railroad, and in enlarging the Erie canal near Rome. His first contract was in grading and building plank roads for the city of Geneva. In 1854 he went to Minnesota and was employed as agent for J. G. Rowe & Co., prominent lumber and logging merchants upon the Mississippi river, with headquarters at St. Paul and St. Anthony. Subsequently he was engaged with Chapman & Thorp, of Eu Claire, in the same character of work, in looking after lumber interests, buying, shipping and acting as general agent. In 1859 he was superintendent of construction of the Winona & St. Peter railroad, and after completing his road he ran the first train of cars started in Minnesota. He remained with the company until 1866, when he returned to Buffalo, New York, and as contractor helped to build the New York, Buffalo & Philadelphia railroad. Returning to Winona in 1868, he built the road from Winona to La Crosse, a distance of nineteen miles. In 1870 he came to Kalama, Washington, as superintendent of construction for the Northern Pacific Railroad

Company, but after about six months he engaged in contracting at different places along the line, employing from 600 to 800 hands, and continuing the work about two years. He then came to Olympia and purchased 1,100 acres of land on the Nesqually bottoms, chiefly tide lands, 150 acres of which he has brought under cultivation in hops, hay and grain, the rest of the ranch being stocked with cattle and horses. In 1875 he went to New York and built the Buffalo & Jamestown railroad, a distance of forty miles, which he completed for the running of trains. From that time until 1888 his home was on his farm, and since that year he has lived in Olympia, retired from active life, still, however, continuing his agricultural pursuits.

For eight years Mr. Shannon served as vice president of the First National Bank, of Olympia, and is still a member of its board of directors. He is largely interested in the Olympia Light & Power Company, being treasurer of the incorporation. He has been a member of the Board of Trustees of the Western Hospital for the Insane, at Steilacoom, since 1887, and was superintendent of construction during the erection of the building.

He was married in Cleveland, Ohio, in 1875, to Miss Mary A. Kennedy, a native of that State.

Mr. Shannon is a member of the blue lodge, chapter, commandery, consistory and shrine, F. & A. M. In politics he is Democratic. A man of broad experience and wide-spread acquaintance, having traveled extensively in every State of the Union; possessing keen foresight and sound judgment, his conclusions are well founded, and he is justly recognized as one of the able, executive business men of the State.



GEORGE CROFTON, a prominent farmer living eight miles west of Goldendale, is one of the pioneers of this section, having located on the beautiful little prairie which bears his name, about twenty years ago. He was born in Ireland, in November, 1837, a son of John and Celia (Madden) Crofton, who remained in that country until their death. Our subject crossed the waters to the United States in 1861, after which he made his home in New York until 1873. In that year he came to Astoria, Washington, thence to this county, where he took a homestead of 160 acres. By

frugality and industry Mr. Crofton has added to his original purchase until he now owns 322 acres of well-improved land, all of which is fenced and watered by perpetual springs.

In New York, in September, 1869, he was united in marriage with Miss Anna Maloney, a native of Ireland. They have two children, Celia and Mollie, both of whom still reside in New York. Too much cannot be said in praise of those who leave their homes and friends and come west to develop a wild country, as in the case of Mr. Crofton, who has been untiring in putting forth every effort for the good of his county and State, and has succeeded in gaining the confidence and esteem of all who know him. In political matters he acts with the Democratic party, and takes an active interest in the public affairs of his township and county.



PUGET SOUND PIPE COMPANY.—The manufacture of wood water pipe was first started in the west at Tumwater, a mile and a half above Olympia, by Mr. W. H. Horton, twenty-eight years ago, and was operated by water power. In 1885 the demand for thin shell wood water pipe with iron couplings increased to such an extent as to necessitate a much larger plant which would require more capital, so on August 8, the present company incorporated under the laws of Washington Territory with a capital stock of \$50,000, and purchasing the machinery of the old factory, together with Mr. Horton's patents, they located in East Olympia on the water front, and on two and a half acres of ground they erected commodious buildings that cover an acre; put in a new steam plant, remodeled and rebuilt all the machinery, so that now they have the most complete manufactory, in fact the only one of its kind west of the Mississippi.

From the time the red fir timber is cut down at the logging camps of the company to the finishing touch at the rollers and coupling machine, the work is carried on with the least handling possible until the completed pipe is ready for transportation.

The amount of the pipe turned out of the factory is about six miles of assorted sizes per month.

They now have pipe in use all through the west—in British Columbia, Montana, Idaho,

Washington, Oregon, California, Colorado and Utah, and in completing contracts they employ all the way from fifty to 150 men, according to the amount of pipe to be put in, and at the factory they have steady employment for from ten to thirty hands.

The officers of the company are John Corkish, president and general manager; C. Z. Mason, vice president and superintendent of manufactory; and E. S. Hamlen, secretary and treasurer.

The company is sole proprietor and manufacturer of "Horton's patent iron coupling, thin shell, wood water pipe," which is suitable for a water conductor, either as an irrigating pipe or for water mains under high pressure; they are especially well adapted for pumping columns in mines or for pump discharge pipe, the elasticity of the pipe and spiral banding being favorable for receiving the pulsations of the pump without any damage. Water can be brought any distance or from any elevation without leakage. The tube or shell is made from carefully selected Puget Sound red fir, only the heart of the timber being used, the sappy portion being entirely removed. It is banded spirally with steel; the amount of such banding is always governed by the pressure such pipe has to sustain. They make the pipe to successfully stand a working pressure of 400 pounds to the square inch when required, and will warrant the pipe to stand whatever pressure is named in the order as required. The whole exterior is coated with a bath of boiling hot asphaltum which preserves the wood from insects and the metal banding from rust or alkalines in the soil. All their pipes are made in eight feet lengths, making it convenient to handle and load. The sizes run from two to twelve inches inside diameter. The wood shell varies from one and a fourth to one and a half inches, making it very light to ship long distances. All the joints are connected with an iron coupling, the action of water making each joint perfectly tight without any calking or any other process. In point of durability this pipe excels any metal pipe in the market, and if it is kept in constant use will last for ages. Considerable of their manufacture has been in use on the Sound for twenty-eight years and is still perfectly sound and tight under high pressure, while over 400 miles of their manufacture is distributed over the Northwest States and Territories, and all giving the most approved satisfaction.



L. R. Dawson M.P.

The company carries a full line of supplies, including street hydrants, water gates and valves, cast iron fittings and extras of all kinds, and makes a specialty of contracting and constructing water works.



LEWIS R. DAWSON, M. D., medical practitioner of Seattle, was born in Warren, Trumbull county, Ohio, June 23, 1856. His father, Isaac N. Dawson, was a native of Pennsylvania, and was there reared and educated, learning the process of manufacturing linseed oil at New Castle. He then removed to Warren, Ohio, to continue his business, and was there married to Miss Nancy L., daughter of John Reeves, one of the first settlers of Trumbull county. Isaac N. Dawson was one of the influential citizens of Warren, and for many years was a member and president of the Board of Education, Justice of the Peace, and for twelve years Mayor of the city.

L. R. Dawson was educated at the public schools and at the Western Reserve College at Hudson, Ohio, assisting in defraying the expenses of his education by teaching in the public schools of Warren, Ohio. In 1878 he began reading medicine under the preceptorship of Dr. John R. Woods, of Warren, and subsequently entered the Medical Department of the University of Michigan, and, after three years of close application, graduated therefrom in June, 1882. He then accepted the position of assistant surgeon at the Quincy copper mines, at Hancock, Michigan, and remained one year. After a short visit with friends in Ohio and Chicago he then came to the Pacific Northwest, stopping in Walla Walla, Portland and Tacoma. He arrived in Seattle in January, 1884. After a brief period spent in looking about the city he opened an office, in the February following, and entered into a general practice. Continuing alone up to January, 1887, he then formed a copartnership with Dr. Thomas T. Miner, an able physician and skillful surgeon. This association was terminated in December, 1889, by the sudden death of Dr. Miner. Dr. Dawson then practiced alone for one year, when, owing to the sickness of his family, he decided to retire from practice for a period, and accordingly spent a year on a ranch in Mason county. After about ten months of outdoor exercise with

health restored, they returned to Seattle and the Doctor resumed his profession, forming with Dr. James B. Eagleston a copartnership which has since been continued. The Doctor holds a prominent position among the professional men of Seattle, and enjoys a large and lucrative practice.

He was married at Seattle, in August, 1888, to Miss Mamie O. Coffman, native of California, and granddaughter of William N. Bell, one of the pioneers and founders of Seattle. Two children have blessed the union: Lewis R., Jr., and W. Ralph C.

Dr. Dawson affiliates with the Knights of Pythias, is a thirty-second degree Mason of A. A. & S. R. degree; is a member of the State and the King county medical societies and of the American Medical Association. In December, 1884, he enlisted in Company B, Seattle Rifles; was elected Second Lieutenant in September, 1885, First Lieutenant in May, 1888, and, in June, 1890, was appointed Surgeon of the First Regiment, National Guards of Washington, with rank of Major.



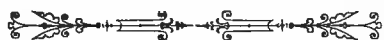
LP. OUELLETTE, Surveyor-elect of Thurston county, Washington, was born in Sandwich, Ontario, Canada, in 1855, the son of a prominent merchant in Sandwich, whose ancestors had long been residents of that locality. He was educated in the schools of Ontario, giving especial attention to the study of civil and mechanical engineering. Mr. Ouellette lived with his parents until 1877, when he started out in life to do for himself. He pushed westward across the United States, first locating at Denver, Colorado, where, finding business dull in his profession, he passed the first year in the harvest field and at work at anything that presented itself. In 1880 he engaged in Government surveying, and afterward filled the office of Deputy County Surveyor up to 1883, when he came to Olympia.

Soon after his arrival here Mr. Ouellette accepted the position of surveyor and draughtsman in the office of W. McMicken, Surveyor General of the Territory, and there continued until the Cleveland administration, when he resigned. He next engaged in an extensive logging enterprise, organized the Puget Sound and Chehalis Railroad Company, a railroad

built from Mud bay to a large tract of timber lying between there and the Chehalis river. Mr. Ouelette was also actively engaged in railroad interests in districts adjoining the head waters of Puget Sound.

In the fall of 1890 he was the Republican nominee for County Surveyor and was elected with a rousing majority, and in the county convention of 1892 was renominated by acclamation, which evinced the perfect satisfaction of the people. During the year 1892 he successfully united the surveyors of the State, who will submit an act before the coming Legislature that shall compel the county commissioners, regardless of political preferences, to give all county work to the surveyor especially elected to perform the work of the county.

Mr. Oulette was married in 1891 to Miss Elizabeth, daughter of Judge O. B. McFadden, ex-Congressman of Washington Territory, and a prominent man throughout the State. Mr. Ouelette is a member of the B. P. O. E. In his profession he is an earnest, persistent worker thoroughly competent in every department.



MRS. SARAH L. BAKER, widow of William H. Baker, was born at New Providence, Clark county, Indiana, May 10, 1840, her maiden name being Denny. She owns a farm of 110 acres near Sumner, Pierce county, Washington, and is engaged in the dairy business quite extensively. Her farm is managed by her son-in-law, Harvey Johnston, who raises a large amount of hay and gives considerable attention to the breeding of draft horses.

Harvey Johnston was born in Marietta, Ohio, March 11, 1859, and when he was about eighteen years of age came to Washington. Here, October 23, 1882, he married Lena Baker, the first white child born in what is now Tacoma. She went by the name of Lena Tacoma Baker until she was a young lady, when, of her own accord, she discarded the middle name. Mr. and Mrs. Johnston are now living on the farm with Mrs. Baker.

William H. Baker was born in Clark county, Indiana, March 27, 1827, and met his death May 23, 1890, being thrown from a wagon by a team of runaway horses. He was one of the pioneers of Washington, was an honorable and

upright man, having the respect and esteem of all who knew him, and his sudden death was a source of great bereavement not only to his family but also to his many friends here.

Of Mrs. Baker's father, Mr. Denny, we record that he was one of the first settlers of Seattle. After coming to this coast he went back to Indiana nine times, crossing the plains both ways each time.



DR. C. H. SPINNING. As a pioneer of Washington, the subject of this sketch deserves particular attention. He was born January 23, 1821, in Oxford, Indiana, son of Isaac W. and Elizabeth (French) Spinning.

His father was of English descent and was born in Warren county, Ohio, in 1792. After he grew up he was for some time engaged in the manufacture of woolen goods; but, growing tired of the factory, he moved to Wabash valley, Indiana, and settled down at farming. At the time he settled there were only ten families in the county. He was a neighbor of Steven Voorhees for forty-eight years, and the first court ever held in that county was in Mr. Spinning's house.

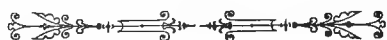
C. H. Spinning attended the common schools of Indiana until he was twenty-one years of age. He then went to Franklin College in Johnson county, one year, after which he taught school two years. Then he attended the Indiana State University at Bloomington. From there he went to Cincinnati where he attended a full course of medical lectures at the Eclectic Institute. He taught school at Perryville, Indiana, for five years.

March 24, 1851, the subject of our sketch, bought an ox team and started across the plains for the far West, landing at his destination, Oregon City, September 21, 1851. From there he went to Portland, where, although he had no knowledge of engineering, he applied for a position as engineer, and in a few days received work. In the mean time he stayed in the shops and watched the workmen, so that by the time he was given employment he had a fair idea of what was expected of him. And we may further state that he successfully accomplished the work he undertook. In 1852 he took up a donation claim of 320 acres in Lewis county, Washington, five miles north of Claquato, he

and his wife each taking claim to 160 acres. He came up Cowlitz river from Oregon in a canoe, being six days in traveling thirty-five miles, and arrived at Monticello. From there he went to Olympia. When the Indian war came on he and his wife abandoned their claims and went to Fort Claquato, and soon afterward to Oregon. After remaining in Oregon for a short time they returned to the Sound county and have lived here ever since. September 28, 1858, Dr. Spinning bought a farm near Fern Hill. While there he was appointed Doctor for the Indian reservation, and served as such for nine and a half years. At the end of that time he moved to Tacoma in order to educate his children. Subsequently he located on the claim of J. R. Meeker, near Lake Vern, and finally came to Stuck valley and settled on a farm of 450 acres. Here he has since resided.

Dr. Spinning has practiced medicine about twenty-five years in the various places in which he has been located, his professional career being a successful one. He was a member of the first Territorial Legislature, as Representative from Lewis county.

He was married February 3, 1852, to Miss Mildred Stewart, and they have five children living, namely: Lida M. (wife of F. Gloyd), Fred W., William N., Frank R. and Charles S. Mrs. Spinning was born in Pennsylvania, August 10, 1833, daughter of William M. Stewart. Her father, also a native of Pennsylvania, was born April 23, 1794, of Scotch parents. He and his wife had eleven children, all living at the present date. Mr. Stewart came across the plains with his family to Washington and resided here about twelve years prior to his death, which event occurred November 12, 1886.



S THOMPSON, one of the enterprising young men of Klickitat county, was born in Missouri, in 1862, a son of J. T. and Anna (Kell) Thompson, natives of Madison county, Indiana. The parents emigrated to Illinois, later to Missouri, and in 1875 located near Centerville, Klickitat county, Washington. In 1892 they took up their residence five miles northeast of Block House, where the father is engaged in the stock business, principally in the raising of sheep.

Our subject was thirteen years of age when he came with his parents to Klickitat county, where he was reared to farm life. He is now the owner of a shingle mill, located on Bowman creek, which is one of the leading industries of the county, and is valued at \$1,200. The mill is run by water power, with a turbine wheel, has a capacity of 10,000 shingles per day, and is surrounded by an inexhaustible supply of pine and fir timber, besides much fine cedar. Mr. Thompson is an esteemed citizen and a good mill man, and is now in shape to increase his business and make it one of the best in the county.

He was united in marriage with Miss Chloe Kell, a native of Missouri and a daughter of William and Sarah Kell, natives of Indiana and Missouri, respectively. The parents emigrated to Klickitat county, Washington, in an early day, there having been only six houses in the valley at that time. In political matters, Mr. Thompson affiliates with the Republican party.



E S. SMITH, one of Klickitat county's progressive young farmers, was born in Missouri, a son of W. D. and Mary (Owens) Smith, natives of Kentucky, but now of this county. Our subject moved with his parents to Sacramento valley, California, and later went to Willamette valley, Clackamas county, Oregon. With an ambition that could not be satisfied in the old-settled country, Mr. Smith turned his attention toward Washington, where greater opportunities were offered. Klickitat county was chosen as his ideal, and to this place he came with his family in 1877, where he is among the pioneer settlers. Since locating here he has taken an active part in public affairs. He owns 240 acres of fine land two miles south of Centerville, where he has a good dwelling, windmill, and numerous outbuildings for the convenience of his stock. Mr. Smith is actively engaged in the raising of wheat and oats, the former averaging twenty-five bushels per acre, and the latter sixty bushels per acre.

He was united in marriage with Miss Mattie Wheelis, a native of this county, and a daughter of Isaac and Nannie (Braggs) Wheelis, both born in Missouri. They removed to California in an early day, but now reside in Spokane county, Washington.

Mr. Smith votes with the Democratic party, is now holding the office of County Assessor, is active in any enterprise for the benefit of his county or State, and is respected by all who know him. In his social relations, he is Master Workman in the Ancient Order of United Workmen, at Centerville.



DR. J. S. KLOEBER, President of the House of Delegates, and medical practitioner in the city of Seattle, was born in Baltimore, Maryland, March 1, 1862. His parents, Charles E. and Mary E. (Smith) Kloeber, were natives of Virginia. Major George S. Smith, the Doctor's maternal grandfather, was an early resident of Culpeper, Virginia; and, although a Southern gentleman, he was in sympathy with the Union cause, and in 1861 when the war broke out he joined the Union army and performed valiant service in defence of the constitution. Charles E. Kloeber was a dentist by profession, which he followed in Baltimore and Norfolk, Virginia, for many years. Upon his retirement from business, he removed to Washington, District of Columbia, where he still resides.

J. S. Kloeber was educated at the Lynchburg Academy, graduating in 1878. He then entered the Medical Department of the University of Maryland, and as financial support by personal effort was necessary to complete his course, he also entered the Dental Department, in which he graduated with honor at the end of the first year, receiving the University medal. He then accepted the position of Demonstrator of Histology while continuing his medical studies, and graduated with the degree of M. D. in 1885. After that he conducted a hospital practice and took a post graduate course, receiving the post graduate certificate in 1887. At that time broken health, caused by over-exertion, obliged him to seek rest. He did not, however, entirely cease work. Removing to Chicago, he conducted a somewhat intermittent practice in the Hospital of the Northwestern University, and also a professorship on Histology in the Chicago Dental College.

In January, 1889, Dr. Kloeber came to Seattle and at once entered upon the active practice of his profession, which he has since continued, giving particular attention to office practice,

which has become very extensive. The Doctor first entered politics in 1890, as candidate for State Senator on the Democratic ticket, but was defeated by George Kinnear, the candidate of the Republican party, then in power. In March, 1892, Dr. Kloeber was the successful candidate of his party to the House of Delegates, and by that body was honored by election to the position of President.

He was married in Washington, District of Columbia, in September, 1889, to Miss Mattie P. Walker, niece of ex-Senator Pomeroy. Dr. Kloeber resides on Temperance street, Queen Ann Hill, where he has recently built a handsome home. Socially, he affiliates with the F. & A. M., I. O. O. F. and the K. of P. He is accredited a prominent position among the rising practitioners in the "Queen City" of the Northwest.



WARREN W. RILEY, M. D., a prominent physician of Olympia, was born in Marietta, Ohio, in October, 1844, a son of William and Julia (Dick) Riley, the former a native of Marietta, and the latter of Pennsylvania. The Rileys were among the earliest settlers of Ohio, having located there about 1790, when all their supplies had to be packed on horseback from Philadelphia. William Riley passed his life in agricultural pursuits and died in the same locality in which he was born.

Dr. Riley spent his early life on the farm and received his primary education in the schools near his home. He enlisted in Company L, First Ohio Cavalry, upon the organization of that regiment in 1861, and his first year of service was in the Army of Kentucky. He participated in the battles of Perryville, Bowling Green, Green river, Mount Washington, Fort Donelson, Nashville and Shiloh. Soon after the battle of Shiloh, at the skirmish of Carolina churches he was injured and was subsequently discharged for disability. Returning to Marietta, then a military post in command of Colonel Rufus Putnam, he assisted in the organization the Forty-eighth Ohio Infantry, of which he commissioned Lieutenant by Governor Tod. After rendering important services in the capture of John Morgan, he was commissioned Captain of the Forty-sixth Battalion of Ohio State troops. In May, 1864, he was transferred

and placed in charge of reconstruction of cavalry in the Army of the Cumberland, under General Baldy Smith, at Nashville, Tennessee. He was subsequently assigned duty at the headquarters of General George H. Thomas, in general orderly duty and as an assistant surgeon, where he served until September 6, 1865, and was then discharged. Before being mustered out he was offered the commission of Second Lieutenant in the regular army, which however, he declined.

Upon his return to Marietta, he engaged in mechanical work, also pursuing the study of medicine and surgery, in which he had considerable practice during the war. His studies were completed at the Medical College of Columbus, Ohio, where he graduated in 1881. He entered upon his medical career at Belpre, Ohio, but soon afterward was burned out. He then decided to come to the Pacific coast, and accordingly directed his course toward Olympia, where he established himself in practice, and where he has the reputation of being one of the most skillful physicians in the Northwest.

While Dr. Riley is devoted to his profession, he has also manifested great interest in the resources and topography of the country. His summer vacations have been passed in tours of exploration through the Olympic mountains and to the summit of Mount Rainier. His first ascent of Mount Rainier was in July, 1891, when he demonstrated the fact that ascent was possible by the west side of the mountain, which had never before been accomplished. In the summer of 1892 he again made the ascent, and also made the first exploration of North Peak, which had never been visited. The Doctor has served the city for a number of years as Health Officer, and is a member of the Board of Pension Examiners. He is a member of the A. O. U. W., and of the George H. Thomas Post, No. 9, G. A. R.

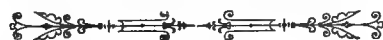


ARTHUR ELLIS, proprietor of one of the largest furniture establishments in Olympia, was born in Norfolk, county of Durham, England, in 1850. His boyhood was passed in securing an education, and in learning the trades of carpenter and cabinet-maker. At the age of eighteen he emigrated to the United States, went to Utah and found occupation in

mines. Later, at Salt Lake City he completed his trade, which he followed until 1878. That year he went to Boise City, Idaho, where he worked at house carpentering, at first by days, wages and afterward taking contracts himself. From there, in 1882, he came to Washington, and for six months was employed in the car shop of the Northern Pacific Railroad Company at Tacoma. In the fall of 1882 he settled in Olympia, continuing work at the carpenter's trade and subsequently opening a shop for cabinet work. About 1885 he began carrying a small stock of furniture, which he increased from time to time, as circumstances permitted and necessity required to meet the exigencies of his extended business, until in 1890, he had a \$20,000 stock, with monthly sales averaging about \$5,000. His sales rooms, on the corner of Fourth and Adams streets, cover an area of 42 x 100 feet, and are filled with a well-assorted stock of office and household furniture, linoleum, matting, shades, house furnishing, and a large stock of mattresses of his own manufacture.

Mr. Ellis was married in Salt Lake City, in 1877, to Miss Emily J. Hughes, and they have three children: Mabel, Arthur, Jr., and Ethel. He resides on Fourth street, between East Side and Boundary streets, where he erected his handsome home in 1892.

The success of Mr. Ellis, which has been substantial and continuous since he engaged in business, is the just reward of ability and energy, concentrated in one direction, and adhered to with integrity and tenacity of purpose.



GZ. MASON.—In 1885, Mr. Mason came to Olympia to manage the manufactory of the Puget Sound Pipe Company, a new corporation which had just purchased the Turnwater factory of W. H. Horton, the patentee. Mr. Mason superintended the erection of buildings at Olympia, the removal and placing of the machinery, and the operation of the newly established factory. With a little experience, the defects in the old machinery soon became apparent, and with his mechanical ingenuity Mr. Mason began improving until he had materially changed the system of manufacture, making it more simple and at the same time more efficacious. Among his

more important inventions is the machine for tenanting the different sized pipes for couplings; also the boring of pipe under water pressure to clear chips and cuttings. The machine shop for repair of tools is very completely fitted with the most improved machinery for their particular requirements. Here the imported steel bars are converted into bits and chisels of intricate design for the several purposes to advance the rapidity of manufacture.



HOWARD H. LEWIS, one of the enterprising and progressive young business men of Seattle, was born in Washington county, Iowa, in October, 1859, the older of the two children of Judge Joseph R. and Mary A. (Chapman) Lewis, who were natives of Ohio and of Welsh-English descent. Judge Lewis was a distinguished member of the Supreme Bench of the Territory of Washington for a number of years, and the wise measures inaugurated by him while Chief Justice were towers of strength to the State builders and cast terror to the hearts of the gamblers, criminals and boodlers.

Howard H. Lewis came to Washington Territory with his parents in 1872. He completed his education at the University of California, at Berkeley, after which he engaged in business in Seattle, in 1877. The following year he was appointed Clerk of the United States District Court, the duties of which office he faithfully discharged for two years. He then began the study of law under the wise preceptorship of his father, was admitted to the bar before the Supreme Court of the Territory in 1881, and at once entered into partnership with his father under the name of J. R. & H. H. Lewis. They continued in a general practice together until 1886, when the subject of our sketch retired from the profession to engage in the real-estate and insurance business, and in partnership with E. A. Turner, established the firm of Turner & Lewis, which continued successfully until 1889. That year the firm dissolved, selling the insurance business to W. L. Gazzam, who organized the insurance firm of W. L. Gazzam & Co. Mr. Lewis continued the real-estate business to 1891, when he purchased the interest of the above firm, and with B. W. Baker and H. A. Raser, incorporated under the name of W. L.

Gazzam & Co. Mr. Lewis was president of the company one year, at the end of which time he retired from active management, still, however, remaining a stockholder and director of the enterprise, which has become very extended in its business connection. Mr. Lewis is now engaged in looking after his private interests, which embrace acre property in Yakima county, both acre and city property at Anacortes, and improved property in the city of Seattle.

He was married in Seattle, in 1881, to Miss Bessie Terry, a native of Seattle and a daughter of Hon. Charles A. Terry, one of the prominent pioneers of that city. They have four children: Howard T., Marie B., Edward C. and Joseph R.

Mr. Lewis has recently erected a handsome residence on the corner of Tenth and Jefferson streets, which commands a pleasing outlook over the city and adjacent county.



JOHAN F. MILLER, Prosecuting Attorney of King county, Washington, was born at South Bend, Indiana, June 9, 1862. His parents, I. Newton and Martha E. (Ritter) Miller, of Scotch-Irish ancestry, were natives of the same locality. His paternal grandfather, who removed from Ohio to South Bend about 1831, was the founder of the deaf and dumb asylum of that city. John F. Miller, an uncle of our subject, rose to the rank of Major-General during the Civil war; subsequently settled in San Francisco, California, in the practice of law, and later was elected to the United States Senate from that State. I. Newton Miller has followed an agricultural life near South Bend, and still resides upon the old homestead.

John F. Miller was educated in the public schools of South Bend and at the University of Michigan, at Ann Arbor. He then entered the law school at Valparaiso, Indiana, where he graduated with the class of 1887. Wishing to establish his future with the growth of a newer country, he decided upon Seattle, and came direct to this city, where he arrived without means to maintain his support and without a friend in the Northwest. To satisfy immediate wants, he accepted anything which offered, and for some weeks worked in a sawmill. He then found occupation in the office of the Seattle Press, and later with the Daily Times, continuing in the newspaper work until the fall of

1888, when he was elected Justice of the Peace. He filled that office for two years, performing a large amount of labor. In the fall of 1890 he was the nominee by acclamation of the Republican convention as Prosecuting Attorney of King county, and being subsequently elected, he assumed the duties of that office on the 12th of January, 1891. In the discharge of his duties he has been so successful in convicting of crime—averaging ninety per cent of those indicted—that the Republican party, in convention assembled in 1892, evinced their approval of Mr. Miller's efforts by renominating him for an additional term of two years.

Mr. Miller was married in Bloomington, Illinois, in 1889, to Miss Mary E. Stewart, and they have one child, Leath.

Fraternally, Mr. Miller affiliates with the Knights Templar and Shrine, F. & A. M., the Encampment, I. O. O. F., and is Captain of Rainier Division, No. 18, Uniform Rank, K. of P.



HON. GEORGE WASHINGTON TIBBETTS, one of the best known farmers and most highly esteemed citizens of King county, Washington, honored alike for his ability and great worth of character, was born in Acton, Maine, January 22, 1845. His parents, Daniel and Mary (Witham) Tibbetts, belonged to prominent families of New England, that of his father being among the oldest and had lived on the place where the subject of this sketch was born, for more than 150 years. Mr. Tibbetts of this notice was the youngest of fifteen children, only three of whom survive, himself and two brothers.

When Mr. Tibbetts was but one year old, he had the misfortune to lose his mother, and at the age of four was placed with an aunt, Mrs. Susan P. Witham, at West Milton, New Hampshire, with whom he remained until he was fifteen. He then went to Great Falls, New Hampshire, where he was at the outbreak of the war, July 12, 1861, at the age of sixteen and six months he enlisted for three years in Company F, of the Fourth New Hampshire Infantry. At the end of this time he re-enlisted in the same company and was shortly afterward promoted to the rank of Sergeant. His company was attached to the Tenth Army Corps, and participated in a number of important bat-

tles, the principal among which were those of Port Royal, Pocotaligo, Drewry's Bluff, Petersburg, Bermuda Hundred, Deep Bottom and the Siege of Charleston. He was captured by the enemy at Deep Bottom and suffered all the horrors of southern prison life. He was finally mustered out of the army at Concord, New Hampshire, June 30, 1865, after four years' faithful and efficient service in the cause of his country and fellow men.

Owing to long imprisonment and consequent hardship and exposure, Sergeant Tibbetts' constitution was much impaired, and he sought change of scene and the bracing air of the West in hopes of regaining new strength. He went to Moniteau county, Missouri, and in October 1865, settled in Excelsior, which town he named and where he engaged in mercantile pursuits, which he followed there about six years. In the meantime, hearing favorable reports of the Northwest, in May, 1871, he came to Portland, Oregon, where he remained one year. At the end of that time he settled on his present property in Squak valley, near Puget Sound, where he has ever since resided, with the exception of one year on Whidby island and three years as Postmaster and merchant in Renton, King county. When Mr. Tibbetts first came to Squak valley, he and his family lived in a small log house, the only other white woman besides his wife within a radius of ten miles being Mrs. J. W. Bush. In the log cabin just mentioned, Mr. Tibbetts' daughter Ida May, was born. It was in this same cabin that William Castro and wife and John Halstead were murdered by the Indians, November 7, 1864. Some Indians having a grudge against the whites in their own community, came to the Squak valley and murdered this family. The only other family in the Squak valley at that time was that of James William Bush. He, however, succeeded in fortifying his cabin, and with the assistance of friendly Indians, managed to escape. Mr. Tibbetts now owns about 1,000 acres of choice agricultural land and is numbered among the most successful farmers of his vicinity, his prosperity being due entirely to his unaided and persevering efforts, and he is justly entitled to his reward.

Sergeant Tibbetts was one of the organizers of the G. A. R. Post, No. 1, of Washington and Alaska, which was very appropriately named the General I. I. Stevens Post, after the first Governor of the former Territory. On its or-

ganization, Sergeant Tibbetts was elected Senior Vice Commander and a year later promoted to the rank of Commander. In 1881, he was elected Brigadier General of the State militia, in which capacity he ably served for two years.

Besides these positions of trust and responsibility, Mr. Tibbetts has been honored by election to numerous civil offices, in all of which he has reflected credit on himself and on the judgment of his constituents. He was in 1887 elected to the Territorial Legislature, serving the interests of all with efficiency and integrity. He has also ably served at different times as Justice of the Peace, Notary Public and Postmaster of Squak now Gilman. In 1889 he became a member of the convention which met at Olympia to frame the constitution of the State of Washington, and it is needless to say that he rendered material assistance by his counsel.

In March, 1868, Mr. Tibbetts was married, at Carthage, Missouri, to Rebecca A. Wilson, a lady of intelligence and rare worth of character. They have four children: Ida May, now Mrs. Goode; George Wilson, Fred S. and Charles F., all of whom hold honorable positions in business and society.

Few men are as widely known or as highly esteemed throughout the Northwest as General Tibbetts, and no one more thoroughly enjoys the best wishes of all for his future prosperity and happiness.



JAMES CARTY, one of the largest landholders in Clark county, Washington, an extensive farmer and dairyman, is a native of Ireland, born in Wexford county, March 16, 1839. His parents, William and Margaret (Rossater) Carty, were thrifty and respected people, the father being a merchant and hotel-keeper.

Mr. Carty, of this sketch, spent the first fifteen years of his life in his native county, attending the local schools and enjoying the further advantage of a cultured and refined home. Induced by a love for travel, he entered the merchant service, in 1854, and followed a sea-faring life for a number of years. He spent six months on a French transport on the Black Sea, after which he was two years in the English, and three and a half years in the American merchant marine, his occupation tak-

ing him all over the world. In 1859, he sailed from Liverpool, on the ship *Bodrydan*, for Valparaiso, Chili, and thence went to Panama, where he accepted a position as coal passer on the American steamer, *Golden Gate*, being later promoted to fireman. He was on this steamer three months and afterward on the *Cortez* for six months. In 1860, he came to Portland, Oregon, on the old steamer *Panama*, whence he proceeded to Clarke county, Washington, to visit an uncle, who had come to the coast in 1843, in the employ of the Hudson's Bay Company, and was in charge of the company's cooper shop in Vancouver for many years. Mr. Carty's uncle was the first settler on Union ridge, in Clarke county, where he died in 1872, regretted by all who knew him. He was a man of kindly impulses and upright character, and enjoyed universal esteem.

In 1861, the subject of this sketch went to the Oro Fino mines, in Idaho, where he spent eleven years with varying success, sometimes making a profitable income and again losing all his hard-earned savings in unsuccessful mining operations. At the end of that time, he once more returned to Washington and settled on the Gee donation claim, besides which he bought 400 acres of Mr. Lancaster, and a part of the Fowler donation claim in 1876. He now owns about 700 acres, comprising pasture, meadow and farming land, clear of timber, fifty of which he cultivates to general products. His principal industry is dairying, in which he uses the product of from forty to sixty-five cows, making butter for the Portland market. He has an orchard of about two acres and a half, most of the trees of which are apple, although there are other fruit trees in smaller quantities, all in a thrifty condition. The whole place bears an air of prosperity, the result of energetic and careful management, and reflects great credit on the methods pursued by Mr. Carty. He is not only profited thereby, but the community also is benefitted by his work, much of its prosperity being due to this cause.

In 1873, Mr. Carty was married to Mrs. Jane Reed, widow of Captain G. H. Reed, and a native of Dublin, Ireland, her maiden name being Flynn. In 1886, Mr. Carty was called upon to mourn his wife's death. She was an estimable woman and contributed much by her intelligence and economy to her husband's prosperity. October 8, 1891, Mr. Carty was married to his present wife, whose maiden name

was Anna O'Rourke, a native of county Carlow, Ireland, who is a worthy helpmate. Their marriage took place in Iowa City, Iowa.

The subject of this sketch, after thirty years spent in this western land, in 1890 returned to his native land to see his kindred and the old homestead. After a pleasant visit there he returned to his adopted home in the Evergreen State of Washington, in the land where rolls the Oregon.

Politically, Mr. Carty is a Democrat and takes an active part in local affairs. He has served a member of Clarke County Central Committee of his party and has otherwise aided the cause of Democracy. He is a generous neighbor, faithful friend and good citizen, a credit to his community and the State.

ANDWARTH H. CHAMBERS, one of the enterprising developers of the city of Olympia, Washington, was born on Chambers' prairie, Thurston county, this State, in 1851.

David J. Chambers, his father, was born in Belfast, Ireland, but his earliest recollection is of Tennessee, where he was brought by his parents in infancy, who resided for a number of years on the plantation of Andrew Jackson, of presidential fame, for whom David's father acted as overseer. David was married in Missouri in 1845 to Miss Elizabeth Harrison, and the summer was passed on the plains with his wife, parents and brothers in their tedious journey to Oregon. After six months' wearisome travel they arrived at The Dalles in October, 1845, and there passed the winter in whipsawing timber, from which they built a flat boat, 12 x 40 feet, the planks being fastened together with wooden pins instead of spikes. On this their cattle were ferried across the river, and twelve families with fourteen wagons were transported down the river to Vancouver, and thence through Portland to Oregon City. In this vicinity Mr. David Chambers settled on land which he improved and on which he continued to reside until 1847. He then came north of the Columbia river and worked for one season on the farm of the Catholic mission on the Cowlitz river, threshing their wheat with horses in the primitive style. In the fall of 1848 he removed to Chambers' prairie, and in the spring of 1850 settled on the donation claim which he still

occupies. In 1852 he packed fifty fruit trees from the Lewellyn nursery, near Oregon City, which he planted on his farm, and many are still bearing fruit, his cherry trees being among the largest in the Northwest, the limbs covering an area of sixty feet in diameter. Besides his farming interests, Mr. Chambers has been an extensive dealer in beef cattle. He now owns 2,600 acres on Chambers', Long and Yelme prairies, but allows others to cultivate and manage his large estate, as he has retired from active pursuits. He is now in his seventy-third year, although appearing much younger, being still erect and in the enjoyment of every faculty. His worthy wife, the sharer of his hardships and success, also survives, and is bright and vivacious. Their seven children are all alive and well settled in various pursuits, a credit alike to their parents and the State in which they reside.

Andwarth H. Chambers, whose name heads this biography, was reared in his native county, and began his active career at the age of twelve years, by herding stock on his father's farm on Yelme prairie. He was thus engaged until he arrived at the age of nineteen years, when he came to Olympia to manage the city market, established at that place by his father, the arrangement being that he should receive a half interest in the business. This partnership continued for seven years, when Andwarth purchased the entire business, which he continued to successfully conduct until he sold out in 1888 and retired from active pursuits.

He has not, however, confined his energies to the one enterprise mentioned, but, on the contrary, has aided every noteworthy undertaking calculated to advance the interests of his community. He was one of the organizers of the Olympia gas works in 1884, in which he bought a controlling interest in 1888. The company then established the first electric light plant in the city, both of which enterprises he continued until July, 1891, when they were consolidated with the Olympia Light & Power Company, under the latter name. The electric works are situated at Tumwater, the company owning the entire power of the Des Chutes river, which, with a fall of eighty-three feet, furnishes 1,000-horse power at extreme low water. In 1892 this company built the electric street car line running between Olympia and Tumwater, having four miles of track. Mr. Chambers is secretary and manager of the entire

interest. In 1887 he built the Chambers Block, at the corner of Fourth and Main streets, which is one of the largest and best business buildings in the city. In 1889-'90 he was one of the campaign committee who rendered such efficient service in securing the State capital for Olympia. He was also one of the enterprising citizens who erected the Olympia Hotel, at a cost of \$115,000, to which, besides his liberal contribution, he gave one year's time in the management of construction. He was chairman of the committee who selected the site and superintended the erection of Odd Fellows' Hall, at the corner of Fifth and Main streets. He has also served a number of years as director of the First National Bank. He was a member of the City Council for twelve years, serving several terms as Mayor of the city. In November, 1891, he was elected by the Democratic party a Representative to the Legislature from Thurston county, serving to the best of his ability the best interests of his fellow-citizens. Indeed, few men have aided as much in the general advancement of the State or city in which he lives, and few more justly deserve the commendation of all worthy people.

Mr. Chambers is an active member of the I. O. O. F. and Encampment, and has filled all the chairs of the order. He is ever ready to encourage all worthy enterprises tending to the development of his native State and favorite city, whose phenomenal growth and advancement is one of the wonders of the age.

In 1878 Mr. Chambers was married in Olympia to Miss Mary Connell, a native of Massachusetts, and they have four bright and active children: Flora, Ida, Faith and Hope.

AW. ANDERSON, one of the successful business men of Vancouver, was born in La Portecounty, Indiana, May 31, 1858, a son of P. J. and Charlotte Anderson, natives of Sweden. The parents emigrated to America in 1854, but both are now deceased. A. W. Anderson was educated in his native State, where he early learned the dairying business. He spent several months in North Dakota, and about eight years ago located in Portland, Oregon. In the former place he followed his trade, and in the latter place conducted a wood yard, grocery store and express

business. In July, 1891, Mr. Anderson purchased the creamery of Osborn & Preston, located on the Columbia river, five miles east of Vancouver, Clarke county, Washington. The milk is purchased from the neighboring farms, and the plant is run by water power, making from forty to ninety pounds of butter daily, which is of the best quality, and finds ready sale in the Portland market. Although this is not a plant of great magnitude, it is not excelled for neatness and cleanliness in the Northwest, and the product is second to no creamery in the State. Mr. Anderson owns valuable timber land in Clackamas county, Oregon, takes an active interest in all public enterprises, and is a worthy and progressive citizen.

He was married in Portland, Oregon, October 20, 1889, to Huldah C. Peterson, a native of Sweden. They have one child, Ernest J.



CHARLES M. ANDERSON, one of the active young business men of Seattle, was born in Lexington, Illinois, January 3, 1868, the eldest son of Prof. Alexander J. and Maria L. (Phelps) Anderson. The education of our subject, with the exception of two years, was pursued in institutions of learning under the direct management of his father, and, being a boy of more than natural brightness, his progress was very rapid. His studies were completed at the Pacific University, at Forest Grove, Washington. During his summer vacations, and when opportunity offered, he took up the practical duties of civil engineering. Completing his studies in 1874, Mr. Anderson followed clerking in Portland and steamboating on the Willamette and Columbia rivers until January 1, 1878. He then came to Seattle, as instructor in mathematics at the University of Washington, and also to establish and build a commercial department at the University. After three and a half years in this occupation, he opened an office in Seattle, engaged in surveying in a general line of city and county work, and was also Deputy United States Mineral Surveyor. Mr. Anderson has ever since continued in this line of work, with the exception of two winters spent in Walla Walla, while relieving his brothers in their work. One of those seasons was passed in the bank, and the other in filling the chair of mathematics in

Whitman College. Our subject served one term as Surveyor of King county, and has established for himself the reputation of careful and accurate workmanship, and, although now not as active in the line of engineering as formerly, is frequently called upon where the work requires close calculation. Of late years he has been more particularly engaged in the buying, selling and handling of real estate, mining interests and loan investment business.

In military matters Mr. Anderson has been especially active. His military education was received in Portland, from General Howard's staff officers. After coming to this city he worked up a battalion at the University, of which he was elected commander. He was one of the organizers of the Seattle Rifles, and took an active part in the Chinese riots of 1886. During the period of martial law, he was stationed at the front door of the courthouse, and controlled all exits and entries. He was appointed Assistant Adjutant General, with rank of Major, on the staff of General O'Brien, and became organizing officer of eastern Washington, organizing the Second Regiment, N. G. W. He was elected Colonel, and became the first commanding Colonel of Washington, his commission preceding that of the Colonel of the First Regiment. Mr. Anderson resigned from this office when he returned to Seattle.

He was married in this city, September 19, 1889, to Miss Laura B. McPherson, a native of Canada. They have one child, Mary Isabella.



S H. PILES.—Attained eminence in that profession which demands of its followers not only a marked native ability of specific order, but also the according of careful, prolonged and discerning study, stands ever as an unmistakable evidence that the demands in either particular have been recognized and fulfilled. He whose biography is here briefly considered is conceded to be one of the representative and most able attorneys of Seattle, and such recognition never comes save when merited.

S. H. Piles was born in Livingston county, Kentucky, December 28, 1858, his parents, Samuel H. and Gabriella (Lilliard) Piles, being also natives of that same old State. Samuel Piles was a lawyer by profession, but also operated a large plantation in the famous blue

grass region, and was for many years Sheriff and Treasurer of Livingston county. He was a man of considerable prominence in both local and State affairs. Our subject secured his preliminary education in the public schools of his native State, and, while in adolescent years, commenced the study of law in the office of his father, at Paducah, being admitted to the bar in 1875, when only seventeen years of age. He remained with his father until 1876, when he went to Washington, Kansas, and entered the office of T. J. Humes, the present Superior Judge at Seattle. Here he remained until 1881, giving his attention so the routine work of the office and to general practice. He then migrated to the Black hills of Dakota, and in that section taught school for a period of eight months, at the end of that time again "pulling up stakes" and going to Arizona, where he devoted himself to teaching and prospecting. Here he remained until 1883. In that year he gave full indulgence to his roving propensities. With two companions and a mining outfit, he proceeded to Juneau, Alaska. There the party secured the services of a guide and of an expert miner and proceeded to the interior. The prospecting tour resulted only in the "discovery" of all manner of privations, hardships and constantly increasing expense, incidental to the work and maintenance of the venturesome little party, and after a few months, deeming "discretion the better part of valor," Mr. Piles determined to retrace his steps and to set sail for "the lower country" and to once more take up the practice of his profession. The Alaska trip had entailed a considerable pecuniary outlay and Mr. Piles found it expedient to uplift his somewhat supine fortune. With this end in view, he located in Snohomish, Washington, in October, 1883, being equipped at that time with the munificent cash capital of \$5. The town had a population of about 400 individuals, but our subject applied himself diligently to the practice of his profession and secured a generous quota of the legal business of the section. In the spring of 1886 he removed to Spokane Falls, being desirous of establishing himself in a larger town, affording a wider field of labor. However, after passing the summer in Spokane Falls, he returned to the Puget Sound country, and located permanently at Seattle, where he entered into a copartnership with J. T. Ronald, the Prosecuting Attorney of King, Kitsap and Snohomish counties. Mr. Piles was appointed

Deputy Prosecutor and filled that position with signal ability until the expiration of Mr. Ronald's term, in March, 1889, when they both engaged in an active general practice in the courts of the State. They have since had a representative clientage in King and the adjoining counties, and have been professionally and successfully concerned in many of the most notable litigations in the State.

September 15, 1891, at Henderson, Kentucky, Mr. Piles was united in marriage to Miss Mary Barnard, one of those interesting and accomplished young ladies who have given so peculiar a distinction to the State which is famed for its beautiful women. One child, Ross Barnard, has blessed this happy union. Mr. Piles affiliates with the Knights of Pythias, being a member of the uniform rank of that order, and he is also a member of the local organization of the Improved Order of Red Mem. His career in Seattle has been one of successful practice and financial advancement, and he has obtained an enviable reputation among the professional men of Seattle and the Northwest, being highly esteemed in both business and social relations.



CYRUS F. YEATON, an important member of the business fraternity of Seattle, Washington, being half owner of the iron works in that city under the firm name of Westerman & Yeaton, was born on the extreme eastern side of the American continent, at Summersworth, New Hampshire, in February, 1837. He comes of one of the oldest and best known families of New Hampshire, his parents, Leavitt H. and Mary J. (Wentworth) Yeaton, having been born in the same town as himself, on the site of which their ancestors settled in the early history of the State and where the forefathers followed agricultural pursuits.

Cyrus F. Yeaton was educated in the schools of his native town and also at South Berwick Academy, one of the noted institutions of learning of that period. He resided with his parents on the home farm and followed agricultural pursuits until 1857, when, inspired by ambition and a desire to see the world, he went to Boston and entered a wholesale grocery store as clerk, remaining there two years. He afterward spent one year in learning the provision business, and then started a store on his own

account in Malden, a suburban town of Boston, where he continued with success until he closed out in 1864. He was married about this time and with his wife shortly afterward embarked for the Pacific coast, to seek his fortune in the far West, of which so many favorable reports had been circulated. They took a steamer at New York city and went via the Panama route, arriving in the course of several months in Portland, Oregon. From there he proceeded, after a few months to Salem, the same Territory, at which latter point he engaged in the stationery business, which he successfully continued until 1872. At this time, owing to the general excitement in anticipation of the "boom" to land values and commercial interests, which was to be realized from the building of the Northern Pacific railroad, then in course of construction through Washington, Mr. Yeaton removed to the present site of Spokane Falls, and in partnership with J. N. Glover and J. N. Matheny, both of Salem, formed the firm of Matheny, Glover & Yeaton. They, then, purchased the squatter right of Downing & Scranton, who were at that time operating a small mill at the falls, and they erected a new mill with improved machinery, opened a small store, and founded the town of Spokane. Three months later, the failure of Jay Cooke stopped the railroad enterprise, and the business outlook became exceedingly discouraging. Still, they struggled along and, by trading merchandise with the Indians for furs, the firm secured a scanty support. At the time of the Government survey of the land in 1874, the firm obtained 160 acres by pre-emption, which area covered a proportionate part of the water power. With meager prospects for a town, however, and little opportunity for business, the firm dissolved in 1876, and Mr. Yeaton gave up his interest, on condition of being relieved from all indebtedness, and "flat broke" returned to Salem. In the summer of this year, two companies of soldiers were stationed at Spokane and established the Government port, and in the following fall, Mr. Yeaton returned with a small stock of goods and opened a post store, for the purpose of trading with the soldiers and Indians. In the summer of the following year of 1877, Mr. Yeaton was appointed Post Trader at Fort Sherman, on Coeur d'Alene lake, in Idaho, to which point he removed his stock and there successfully operated a large store for five years. Then, owing to the failure of his wife's

health, he sold out and removed to California, where he followed ranching for two years, near St. Helena, in Napa county. In 1885, he once more removed to Washington Territory, this time settling in Snohomish, where he engaged in the mercantile business, remaining there about three years. He then, in 1888, removed to Seattle, his present abode, where he engaged in buying and selling city real-estate and also attended to the development of valuable silver mines in Utah. Some time later, in May, 1892, he bought a half interest in the Westerman Iron Works, in Seattle, the firm becoming Westerman & Yeaton, and engaged in the manufacture of heavy forgings, steamboat work, and bridge contracting and building in stone, wood, and iron. This is one of the largest enterprises in the State and has had much to do in the development of Seattle and vicinity, increasing their growth and adding to their prosperity.

In 1864, Mr. Yeaton was married to Elizabeth C. Bates, of Portland, Maine, who has been a faithful helpmeet, sharing the hardships of frontier life and contributing by her devotion and assistance to her husband's prosperity. They have one child: Lulu, the wife of Warren L. Gazzam, a prominent insurance man of Seattle.

Although not an aspirant for political honors, Mr. Yeaton has served twice as Postmaster, first at Spokane, at a salary of \$1 a month, and afterward at Fort Sherman, his incumbency of both positions being marked by thoroughness, promptitude and integrity. Fraternally, Mr. Yeaton affiliates with the F. & A. M. and I. O. O. F. He is careful and conscientious, strictly honest in his dealings, and is a valuable adjunct to the business interests of Seattle.



HON. MICHAEL S. DREW, a well-known and honored pioneer of the Puget Sound country, in the development of which he has played a prominent part, has placed a whole continent between himself and the city of his birth, that event having occurred in Machias, Maine, January 5, 1827. His parents, Alexander and Zylpha (Small) Drew, were also natives of the Pine Tree State and were distinguished for their industrious habits and high moral character. The father of the subject of this sketch was a car-

penter by trade and gained a modest income. Having a large family, however, and many demands on his support, he was unable to give his children those educational advantages, which, with the present system of public schools, are in the reach of all. He and his worthy wife took the place of other teachers, and taught them those principles of industry, economy and honesty, which have raised the subject of this sketch to financial prosperity and universal esteem of his fellow men.

Michael was thus early inured to exertion, his first work being in a lath mill, where he commenced with light tasks at 25 cents a day, from which, with increasing years and strength, he passed through the several experiences of logging and milling, until he became an expert in every department of the lumber business. Arriving at the age of twenty-one, he joined, in 1848, the western tide of emigration, going to Minnesota, then on the frontier of civilization, to which place he made his way overland and by the rivers and lakes, camping on the present site of Chicago when the land there was an unimproved swamp. Thus traveling, he arrived in due time at St. Anthony Falls, Minnesota, where he engaged in the logging business, which he followed four years. In the meantime, California had suddenly sprung into prominence through the gold excitement, and many men of energy and intelligence were seeking fortunes in the West. Accordingly, Mr. Drew also determined to visit the Pacific coast and with that end in view, went from Wisconsin to New York city, where he embarked, via the Panama route, for California, arriving at San Francisco October 26, 1852, with but 25 cents in his pocket. Mining was the prevailing industry at that time, but Mr. Drew preferred to follow his accustomed business, and, going from San Francisco to Grass Valley, he found employment in that town in a sawmill at the munificent salary of \$400 a month, where he remained two years. He then spent one year in the red woods, near Redwood City, after he visited the southern and midland mines of California, where he exhausted his means and met with no success. From there he returned to San Francisco, where he secured passage on the bark Live Yankee, on which he came to Puget Sound, landing at Port Gamble, September 22, 1855. He here began work for the Puget Mill Company as filer of saws, and after two years in their service was promoted to the position of

assistant foreman under Cyrus Walker, another old and respected pioneer, and Mr. Drew thus continued until 1871. He was then appointed Collector of Customs of the Puget Sound District, by President U. S. Grant, and the public service thus begun has been continued in various capacities until a short time ago, his public career being distinguished by a prompt discharge of his duties and thorough integrity in every detail. He removed to Port Townsend in pursuance of the requirements of his office, where he acted in that capacity for two years. He then passed about eighteen months in Olympia, after which he once more returned to Port Gamble as foreman of the Puget Mill, where he continued until 1890. He then resigned his position and was elected a member of the first State Legislature, and removed to Seattle, the capital, where he has since resided. Since the expiration of his term of office he has been engaged in looking after his private interests with an occasional deal in real estate.

October 13, 1864, Mr. Drew was married in Tumwater, Washington, to Miss Isabella Biles, daughter of James Biles, the pioneer tanner of the State, who came to Washington in 1853. Mr. and Mrs. Drew have three children: Edward L., Abbie A. and Cyrus W.

Fraternally, Mr. Drew affiliates with the I. O. O. F. and the F. & A. M. Socially, he is unostentatious and retiring, although easily approached, and no one is more worthy to share Washington's prosperity than Mr. Drew, who is one of her foremost citizens.



CAPTAIN JOHN B. LIBBY, Manager of the Puget Sound Tug Boat Company and a prominent citizen of Port Townsend, Washington, was born at West Liberty, West Virginia, in 1852. He was the youngest of four children, and accompanied his mother to San Francisco in 1854, to join his father, William Brown, a California pioneer of 1849. Shortly after her arrival on the western coast, Mrs. Brown died, and the father, being unable to give proper attention to his four children, placed them in the Protestant Orphan Asylum, in San Francisco. In 1857, when five years of age, the subject of this sketch was adopted by Captain S. D. and Sarah A. Libby, and assumed their name. His foster parents were natives of

Maine and were California pioneers of 1849. His foster father was engaged for a few years in the mines of California, after which he was employed at pile driving and wharf building in San Francisco. During the Frazer river gold excitement, in 1858, he brought his pile-driving machinery to Whatcom, Washington, where he constructed the first wharf on Puget Sound, and later built also the wharves at Steilacoom, Tacoma, Seattle and other important points. In 1861, he built a boat at Utsaladdy, which he called the "J. B. Libby," with which he engaged in the tug business, and was thus employed in various parts of the Sound until his death, in 1889, sincerely lamented by all who knew him. Both he and his worthy wife were noble specimens of humanity and enjoyed the universal respect of their fellow-men.

The subject of this sketch was educated in the Territorial University at Seattle, and, in 1869, began the practical study of navigation on his father's boat, on which he remained four years, and became proficient in every department of his chosen calling. In 1873, he entered the employ of the Port Madison Mill Company, as master of their tug boat, with whom he continued to March, 1877. He then went to San Francisco and fitted up a tug boat for G. W. Prescott & Company, of the Freeport mill, and brought it to the Sound, continuing in their employ for one year. He then engaged in the tug boat service of the Port Blakeley Mill Company, with whom he continued in that capacity and other positions of trust for nine years. In 1887, he entered the stevedore business at Port Townsend and, in 1888, entered the employ of the Tacoma Mill Company as captain of their tug boat, with other duties in buying logs, shipping lumber, etc., remaining with them until 1891. He then organized the Puget Sound Tug Boat Company, with headquarters at Port Townsend, and became manager of the business. The stock of this important enterprise is largely owned by the Tacoma Mill Company, Port Blakeley Mill Company, Puget Sound Mill Company and Washington Mill Company. The Puget Sound Tug Boat Company conducts a general tugging business, having six large tugs, which are kept cruising off the straits and towing ships from the sea to the various ports on the Sound and British Columbia shore. The company also owns six smaller tugs, which are employed in the service of the various mills. Indeed, this enterprise fills a long-felt need and

is meeting with deserved prosperity, the result of efficient and honest service, directly traceable to the excellent management of Captain Libby, than whom no more capable boat man exists.

The Captain was married at Seattle, in 1872, to Miss Mary E. Collins, a native of Maine, and eldest daughter of Hon. John Collins, of Seattle. Captain Libby was called upon to mourn the death of his wife in March, 1884, who left two children to his care: Emma R. and Granville F.

Fraternally, the Captain affiliates with the endowment rank of the K. of P. and the A. O. U. W. In his various relations with his fellow-men he has been found to be just and capable, and deservedly enjoys the respect of all who know him.



HENRY BASH, United States Shipping Commissioner at Port Townsend, Washington, a capable business man and esteemed citizen, was born in Stark county, Ohio, May 18, 1825. His parents, John and Margaret (Bloom) Bash, were natives of Maryland and England respectively. Their marriage occurred in Maryland, whence they removed, about 1811, to Ohio, then on the western frontier. Here the father followed farming, and subsequently engaged in expounding the doctrine of the United Brethren society, of which denomination he was an active and earnest minister for thirty years.

The subject of this sketch received his education in the common schools of Ohio and enjoyed the added blessing of a cultured and refined home, where were laid the foundations of a character which has wrought success out of difficulties. At the age of eighteen Henry began mercantile life as a clerk in a store at Navarre, Stark county, where he subsequently engaged in business for himself. He was later on married, and in 1855 removed to Roanoke, Indiana, where he followed mercantile and other pursuits. During the war he was an extensive purchaser of horses and cattle for the Federal troops, conducting a successful and profitable business. In the spring of 1883 Mr. Bash removed to Port Townsend, where his son, Albert W. Bash, was acting as Collector of Customs. Shortly after his arrival Mr. Bash, of this notice, was appointed Inspector of Customs, and, on the passage of the Dingley bill

in 1883, establishing the office of United States Shipping Commissioner at Port Townsend, he was appointed to that position in by President Arthur. So well did he perform the duties incumbent on him that he was not removed during the Cleveland administration of 1885 to 1889, and still retains his office, which facts are a lasting tribute to his capability and honesty.

In 1845 Mr. Bash was married, at Navarre, to Miss Susan Weimer, a native of Stark county, Ohio. Both her father and grandfather were born in Westmoreland county, Pennsylvania. They have nine children, four sons and five daughters, and seventeen grandchildren, whose merry prattle enlivens and keeps young the hearts of the grandparents.

Mr. Bash is a Trustee and one of the most active members of the Presbyterian Church of Port Townsend, and it was through his personal efforts and generous liberality that the present handsome edifice was erected and furnished in 1889.

□ After forty-eight years of married life Mr. and Mrs. Bash are beautiful examples of mature age, possessing in a high degree those cheerful Christian virtues, which render their home attractive to all privileged to enter therein and at the same time exert a most powerful, though quiet, influence on others for good and right living.



PAUL P. WALSH was born in Portland, Oregon, on the 4th of December, 1862. His parents were John E. and Bertha (Quinlan) Walsh. The former, a native of Ireland, came to Oregon in 1859, while the latter, a native of Staten Island, New York, and a member of one of the oldest families of that place, reached Oregon in 1861.

They were married in Portland, where his father died in November, 1889, and where his mother still resides.

Our subject was brought up in Portland and attended the public schools of that city.

He learned the trade of harness making and saddlery with J. O. Cougle, now deceased, who was located on Front street, between Stark and Washington streets. He worked there for three years as journeyman and then went to San Francisco, where he worked for two years, and then to Portland, and a month later to Tacoma, where he was employed as foreman in an estab-

lishment, which position he retained until May 1, 1891, when he started in business for himself on Eleventh street, afterward moving, on March 1, 1892, to his present location,—107 South Tenth street.

He was married in Tacoma on March 16, 1887, to Miss Mary Egan, a native of Washington.

Mr. Walsh is a member of the No. 7 Uniform Rank, Knights of Pythias, and is Captain of the New Division A. O. U. W., No. 32. He joined the North Guard of Oregon in 1877 in Company A, First Regiment, and later was promoted to First Sergeant; and afterward was promoted to Second Lieutenant in Company C, First Washington. He held the position of Second Lieutenant of the State Regiment under General Curry, which he resigned.



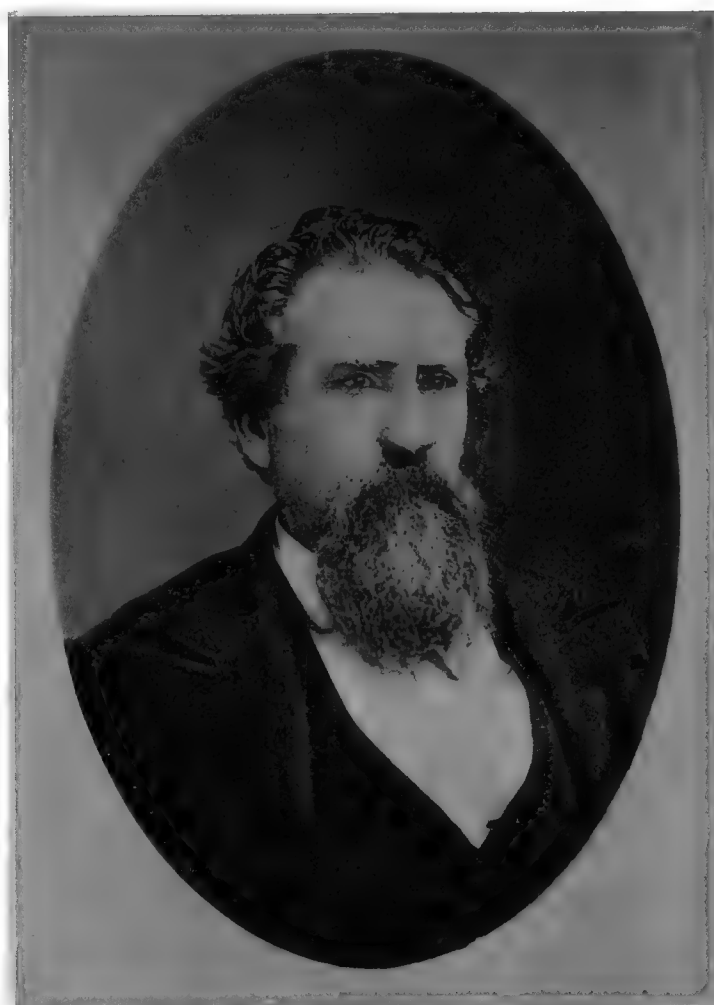
DARIUS M. ROSS, a resident of Pierce county, Washington, is a man whose early emigration to the Northwest and whose intimate acquaintance with pioneer life entitles him to more than a passing notice in this work. The following facts in regard to his life have been gleaned for publication:

Darius M. Ross was born on a farm between Meadville and Mercer, Mercer county, Pennsylvania, August 25, 1825, son of Edward Carpenter and Mary (Axtell) Ross. Edward C. Ross was a native of New Jersey, in which State the Ross family was located prior to the Revolutionary war, they having originated in Scotland. From New Jersey he went to Mercer county, Pennsylvania, where he was the original settler on his land, which he cleared. He was married there, his wife being a native of Washington county, Pennsylvania, of English extraction. In 1835 they removed from Pennsylvania to Delaware county, Ohio. That was when Delaware county was all covered with timber. There the father died in June, 1837. In 1839 the rest of the family emigrated to Linn county, Iowa, making the journey by wagon and crossing the Mississippi at Davenport, and here they again became pioneers. In Linn county the mother died in September, 1846.

From the above it will be seen that Darius M. Ross grew up in pioneer settlements, being a youth in his 'teens when he removed with his mother to Iowa. In Linn county, that State,

he was married, and in 1851, still imbued with the spirit of emigration and a desire to come still further West, he and his wife started across the plains for the Pacific coast. They outfitted at Marion, having three yoke of oxen and one yoke of cows, and some of their relatives were members of the party. Proceeding westward, they joined what became known as the "Telegraph Train," which contained between fifty and sixty well-armed men, and which laid by on Sundays. They crossed the Missouri river at Kaneshville, when there were twenty-one wagons in the train, which number, however, was afterward increased, and they had from twenty-three to twenty-eight all the way out. Although they were familiar with pioneer life and frontier scenes, this long and tedious journey across the plains was one fraught with many new experiences and not a few dangers, the Indians frequently causing them trouble. A full account of the trip, with its many amusing and thrilling incidents, were it written up, would make a long and interesting story. Suffice it to say that they finally reached Portland, September 12, 1851, having been all the time from April 15 on the road.

Mrs. Ross was sick when they arrived at Portland, and they went to Milwaukee, where they remained two months. Then they went down the Columbia to Rainier and stayed there during the winter, Mr. Ross keeping a wood-yard. In the spring he took up a claim on the Washington side, six miles below there, buying the few improvements which had been made by a former settler. This donation claim of Mr. Ross was about six and a half miles below the mouth of the Cowlitz. Three years later he bought a good ranch in Beaver valley, Oregon, back of Rainier, it being then the finest place in that section. After four and a half years, however, they left that locality on account of its sparse population, the settlers being so few that there were no schools. They then moved down the river, a little above Westport, but on the same slough. Two years and a half later they again changed their location, this time to a place about seven miles from Portland, being determined to get in a community where there were good schools. In September, 1863, they came to Pierce county, Washington, and settled on a prairie. The following year Mr. Ross took claim to the tract of land on which he now resides, and in the spring of 1865 moved here. This place was then all a dense forest, and all



Wm. D. Hooper

the improvements here have been made by him.

Mr. Ross' marriage in Linn county, Iowa, has already been referred to. This event occurred October 9, 1848, the lady of his choice being Miss Eliza Jane Stewart, a native of Bond county, Illinois, born about five miles from Greenville, in 1830, daughter of William M. and Ann (Laughlin) Stewart. Her father was born in Pennsylvania, of Scotch descent, and was a Presbyterian. In 1838 he removed with his family to Johnson county, Iowa, and located near Iowa City; emigrated to Washington in 1873; died here in 1884, aged ninety-one years. The mother of Mrs. Ross was born in South Carolina, and was descended, on the maternal side, from the Dalrymples, one of the oldest families of the Palmetto State, her father, Mr. Laughlin, having left the South on account of his aversion to slavery. She died in Johnson county, Iowa, in 1846. Mr. and Mrs. Ross have had seven children, of whom five are living, viz.: Charles H.; Alice M., wife of William Carey; Stewart; Albert Sumner; Millie, wife of Elbridge Bartlett; and Nellie A. Those deceased are William Edward and Mahlon, the former having died July 9, 1871, aged twenty-one years and eleven months, and the latter June 3, 1878, aged twenty-one years.

Mr. Ross is a staunch Republican, and was a member of the Union League. He is a strong advocate of temperance, and is opposed to license on any terms. He was one of the pioneers in the first court held in Washington, which was in October, 1852, at the Jackson place in Lewis county, when William R. Strong was judge and James Strong was clerk of the court. During the session they organized a meeting to take steps toward making a division of the Territory, and the name of Washington was mentioned in this connection. They did not, however, then get fully organized in this direction, although there was considerable talk on the subject.



HON. WILLIAM PICKERING.—The people of Washington will require no introduction to the subject of this sketch, whose name will recall all that is most honorable and capable in an officer and citizen. Indeed, few men are as deserving of their gratitude, for it is to his wise and timely efforts that the State owes much of her present prosperity,

his goodly counsel having been her guide and his strong arms her support, when she most needed his services.

William Pickering was born in Edwards county, Illinois, September 3, 1824, and was a son of William Pickering, Sr., who was at one time Governor of Washington. When the subject of this sketch was thirteen years of age his mother died and his father removed to St. Louis, at that time a new place, bearing but slight semblance to its present flourishing appearance. He resided in that city seven years, prosecuting his studies in the home schools, and learning under his father's careful tuition those lessons of moral worth and habits of industry which contributed to his future prosperity.

In 1852 Mr. Pickering was married to Miss Ellard, of Cincinnati, and they had two children. In 1850 he started for California, at the height of the gold excitement in that State, going via Cape Horn. Great sickness prevailed on board, and Mr. Pickering was one of the few who escaped death. He remained in California two years, at the end of which time he returned to his home in Illinois, and married, as above stated. He now made a trip with his wife to Australia, lived a few years there, where he lost all of his family, after which he traveled extensively. September 23, 1877, Mr. Pickering was remarried, his second wife being Sevilla Wilson, a lady of Missouri, well and favorably known for her many estimable qualities of mind and heart. They had three children: William Wilson, Roy Robert and Ernest Edwin.

In 1860 Mr. Pickering's father was appointed, by President Lincoln, as Governor of Washington Territory, and shortly afterward the subject of this sketch also came to this vicinity. The Governor became the owner of 640 acres in the section including Snoqualmie falls, and Mr. Pickering of this notice pre-empted and homesteaded 320 acres adjoining his father's land, and of this the latter's widow still owns 200 acres. Later, Mr. Pickering came to the valley of Squak, settling one mile from that lake, and securing 320 acres, on which Mr. John Reard is now a tenant. He was thus a large landholder in the Territory, and was naturally deeply interested in her progress and welfare, to which he contributed much by his energy and ability. A man of enterprise, intellect and eloquence, he took a prominent part in the affairs of the Territory, not alone because of his father's position at the head of affairs, but for the reason that he

possessed the elements of a leader in a marked degree. It is not surprising, therefore, that he rose to the high office of Territorial representative to the Legislature, and served his fellow-citizens most efficiently in both branches of that body.

Mr. Pickering died March 16, 1883, leaving a widow and three children. His widow was remarried December 13, 1884, when she was united to her present husband, Mr. Franklin Pierce Furnell, a native of Minnesota, but for a number of years a resident of Washington, where he is known and respected as a man of high moral worth and public spirit, a credit alike to both of the great States which have called him son. Mr. and Mrs. Furnell have one child, Sevilla Mabel, the light of her parents' house and of the hearts of many friends.

Although not present to enjoy the fruits of his labors, yet Mr. Pickering had the satisfaction of all great men, which assured him that his honest efforts would not be in vain, as is fully realized in the present proud position of Washington among her sister States.

As touching Governor Pickering's great interest in the development of Washington, it will be compatible that attention be called to one of his successful efforts. Under his management, and to a large extent at his personal expense, a ship-load of 300 unmarried women was transported from Boston to Olympia, it being said that all but three of the number had become engaged by correspondence to men in Washington prior to the time the boat set sail. Such being the case there is no need to say that there must have been much of marrying and giving in marriage when once the ship reached its destination. There is no doubt that this rather extraordinary enterprise had potent influence upon the early development of the section. In this connection another incident should not fail of notice. As chief executive, Governor Pickering sent to President Lincoln the first telegram that ever flashed over the wires from Washington Territory. A copy of this interesting despatch is here appended:

"EXECUTIVE OFFICE, OLYMPIA, WASH- }
INGTON TERRITORY, Sept. 5, 1864. }

"To His Excellency, Abraham Lincoln, President of the United States:

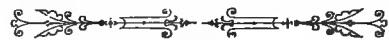
"My Dear Sir:—Washington Territory this day sends her first telegraph despatch, greeting yourself, Washington city and the whole United

States, with our sincere prayers to Almighty God that his richest blessings, both spiritual and temporal, may rest upon and perpetuate the union of our beloved country; that His omnipotent power may bless, protect and defend the President of the United States, our brave army, our gallant navy, our Congress and every department of the National Government.

"For and on behalf of Washington Territory.

WILLIAM PICKERING,

"Governor Washington Territory."



CHARLES WIMBURN NEEL, one of the most extensive landholders and farmers in the Northwest, residing in King county, Washington, is a typical Southerner and a good representative of southern manhood transplanted to western soil.

He was born in Coffee county, Tennessee, June 4, 1835, and his parents were William and Mary Ann (Rogers) Neel. When the subject of this sketch was twelve years of age, the family removed to Texas, where the remaining years of his youth and early manhood were passed. At the age of twenty, he left home and went to Meridian, Texas, where he formed a contract with the Government mail service, in whose employ he remained until the outbreak of the Civil war. He joined the Texas rangers in 1857 and in the spring of 1861 he enlisted in Company A, Texas Cavalry, serving throughout the entire struggle. He participated in many of the prominent battles of the civil strife, among which were those of Murfreesborough, Shiloh, Chickamauga and Perryville. He experienced severe service and received two slight wounds, one sabre and one bullet.

On the close of hostilities, he went to Tyler, Texas, where he engaged in the grocery business, whence, in 1872, he removed to Dallas and embarked in a general trading enterprise, where he remained until 1878. From that year until 1882, he was successfully engaged in the cattle business in western Texas.

In the meantime, hearing favorable reports of the fertile and prosperous Northwest, Mr. Neel left Texas, in 1882, for the flourishing Territory of Washington. He crossed the plains with an ox team, entering Washington by the

Snoqualmie Pass, and settled on a ranch of 160 acres, situated four miles below Snoqualmie falls, on the river of the same name, to which land he secured title under the homestead law. He afterward pre-empted another 160 acres and later bought 160 more from the Northern Pacific Railroad Company, now owning 480 acres of the choicest land in the State. His energetic and careful management is evinced in the thrifty condition of his property from the cultivation of which he derives a comfortable income.

February 13, 1866, Mr. Neel was married to Eugenia Moore, a native, like himself, of Tennessee, and a lady of marked culture and refinement. They have had nine children: Beulah A., deceased at eighteen years, in promising young womanhood; Charles D., William Roscoe, Emma L., James Franklin, Henry C., John, Mary Avis and Lucy L.

Mr. Neel is a member of the Masonic order. He takes a deep interest in all local matters and has been honored by his constituents with several prominent offices of trust and responsibility, being now School Director. As a private citizen and public official, he has been distinguished by integrity and ability, and through his devotion and energy has greatly contributed to the advancement of his community and to the welfare of the State.



ORSON MONROE ANNIS, a prosperous merchant of Alderton, Pierce county, Washington, dates his birth in Ellery, Chautauqua county, New York, August 2, 1828. His parents, Phineas and Belvery (Putman) Annis, were both natives of Vermont, but his father was a resident of New York State from the year 1812.

In his native county the subject of our sketch was reared, but in 1841 he removed to the town of Carroll. In 1853 we find him en route from Frewsburg, New York, to Mokena, Illinois, where he spent the winter. In the following spring he went from there to Fillmore county, Minnesota, and three years later, went to Rochester, Olmsted county, same State. Having moved about from place to place for several years, he finally decided to seek a home in the far West, and accordingly on April 24, 1864, he started across the plains for Oregon. At Skunk river, Iowa, he camped two weeks; proceeded to

Council Bluffs, crossed over to Omaha, went to Loupe Fork, and during this part of the journey had several spats with the Indians; proceeded thence to Boise City without further difficulty, and remained there two weeks; continued on to the Grand Ronde valley, and upon his arrival in that valley he took claim to a tract of land, and bade adieu to the last wagon-load of people with whom he had crossed the plains. At the foot of the Blue mountains a man tried to induce Mr. Annis and his wife to remain and take charge of the Stage house, offering them \$150 a month, and at the same time telling them that the snow was thirteen feet deep on the mountains and that it would be dangerous for them to proceed; Mr. Annis, however, determined to push on, paid \$10 for 100 pounds of hay with which to feed his two yoke of cattle, and continued his journey, reaching Walla Walla in due time, and remaining there two weeks. He then went to Portland, and at that place found it almost impossible to get a bed for his wife and children, as every place was crowded. Finally he found the American House, where all the landlord could do was to supply them with blankets and let them sleep on the floor; but by the payment of \$5 to two young men Mr. Annis and his wife secured their room in the hotel for that night. They remained two days in Portland, one at Oregon City, and at that point gave a man \$20 to take them by team to Salem. At French prairie they staid over night at the house of a man named Brown, where the luxuries of a feather bed and good fare seemed like a paradise to them after the many hardships they had endured.

Mr. Annis remained in Salem four years and a half, and in that time was variously employed, working in a machine shop, running a blacksmith shop, working at the carpenter's trade, etc., and, indeed, accepting whatever honorable employment he could get that offered the best returns.

In 1869 he first came to Tacoma. Having hired out to build a woolen mill at Steilacoom, but not liking the prospects there, he came to old Tacoma and secured employment on a mill at this place. In this work he was occupied for several months. After that he located in Puyallup valley and turned his attention to farming. About 1878 he started a mercantile business, with which he has ever since been identified. To his energy and enterprise the town of Alderton owes much. He put in the

side track here, built the warehouses, hotel and various other buildings—indeed, nearly all the buildings in town—and he not only built up the town but he also gave it its name. He was railroad agent for four or five years and has been Postmaster for ten or twelve years. March 28, 1869, he took claim to the land on which he now lives and which he has since been operating. He has twenty-two acres in hops, and an orchard of 2,000 trees, comprising plums, cherries, prunes, apples, pears, butternuts, etc.

Mr. Annis was married December 28, 1852, in Carroll, Chautauqua county, New York, to Miss Adaline Myers, a native of that place, daughter of John and Katie (Van Valkenburgh) Myers. Her parents were both natives of Herkimer county, that State, their ancestors being among the early settlers of New York. Mr. and Mrs. Annis have six children living, namely: Phineas Monroe; George Fremont; John Q.; Nettie E., wife of George Lock, of Roy, Washington; Renie, wife of Alonzo Jeffrey, also of Roy; and Eva E., wife of Fred M. Williams, of Bucoda, Washington. They lost two children: Clara, who died at Rochester, Minnesota, aged nine years and ten months, and Addie, who died at the same place, aged two years and seven months.

ROBERT C. WEAR, a prominent member of the medical fraternity of southwestern Washington, was born in McDonough county, Illinois, August 18, 1859, a son of Andrew D. and Mary L. (Fugate) Wear, the former a native of Tennessee and the latter of Virginia. The paternal ancestors are of Scotch-Irish descent, and emigrated to America in the early portion of the eighteenth century. On both sides the family were early and influential settlers of North Carolina.

Robert C. Wear, the ninth in the family of eleven children, was reared and educated in his native State. At the age of nineteen years he began the study of medicine which his uncle, D. J. Fugate, and received his lectures at the University of Kansas City. He graduated in medicine and surgery in March, 1885, and for the following three years the Doctor had clinical experience in the hospitals of Fort Worth, Sedalia and Kansas City. He was then engaged in practice at Baldwin City, Douglas county,

Kansas, three years, followed his profession at Industry, Illinois, until 1889, and since that time has been a resident of Chehalis. The Doctor has a lucrative practice, and is also engaged in the drug business. Since 1892 he has held the position of Health Officer. In his social relations, Mr. Wear is a member of the A. O. U. W., of which he is now filling the Master's chair, and has also been Medical Examiner of the order for the past two years.

JOHN GALVIN, Treasurer of Lewis county, Washington, was born in Chitenden county, Vermont, May 1, 1858, a son of John and Catherine (Duffy) Galvin, of Irish birth. The parents emigrated to America in 1843, where the father followed agricultural pursuits. John Galvin, our subject, was early inured to that calling, and received his education in the public schools. At the age of sixteen years he moved to Illinois, where he worked on a farm near Chicago four years. He then came to the Pacific Coast, immediately locating in Lewis county, near Centralia, resumed agricultural pursuits, and to him is due the credit of being the first to engage in the raising of hops in this county. His first experience in this enterprise was near Centralia, where he set out six acres of vines, and two years later increased it to twenty-two acres. Selling his farm, Mr. Galvin next engaged in mercantile pursuits at Centralia, in which he is still interested, and also owns 200 acres of land near the city. He was the choice of the Democratic party for County Treasurer, and was elected to that important and responsible position in the fall of 1892.

June 5, 1891, Mr. Galvin was united in marriage with Miss Rose Slack, a native of Pennsylvania. They have one child, Jay G.

HARRY GABEL, a member of the City Council in Chehalis, was born in Preble county, Ohio, June 16, 1856, a son of James and Priscilla (Eidson) Gabel, natives also of Ohio. The Gable family are of German extraction, and were among the early and influential settlers of Virginia.

Harry Gabel, the oldest of his parents' seven children, was reared to mechanical pursuits, as his father was a manufacturer of sash, doors and blinds. After becoming of age, however, he drifted into other occupations, and also for a time followed farming. In 1877 he proceeded to Ottawa county, Kansas, where he was engaged in stock-raising until 1886, in that year he removed to Portland, Oregon, and later to Salem, that State. His residence in the latter place was of short duration, however, as he came the same year to Chehalis, Washington. After locating in this city, Mr. Gabel engaged in real-estate and other occupations for a time, after which he turned his attention to buying and selling horses east of the mountains one season. After his return to the city he embarked in his present enterprise, following a general wood, coal, livery and draying business. Mr. Gabel also follows agricultural pursuits on 125 acres of leased land adjacent to the city.

February 27, 1879, in Kansas, he was united in marriage with Miss Dena Alverson, a native of Michigan. In his political relations Mr. Gabel votes with the People's party, and since November, 1892, has been a member of the City Council of Chehalis. Socially, he is a member of the A. O. U. W., of this city, and of the K. of P., in the East.



CAPTAIN EUGENE BIONDI, the efficient and popular Marine Surveyor at Port Townsend, was born at Paterson, New Jersey, May 16, 1841. His parents, Lorenzo and Marietta (Landini) Biondi, were natives of Italy and came to America about 1839, being among the first professional singers in Italian opera to visit this country.

The subject of this sketch attended the public schools of New York city and, when fifteen, was apprenticed to Tiffany to learn the jewelry business. After two years' service, however, his naturally adventurous disposition led him to enter the navy, and, in 1857, he enlisted, for three years, as an apprentice on the old receiving ship, North Carolina. Being a good penman, he was, shortly after enlistment, detailed as assistant clerk to Captain James F. Ward, the Commander, who was writing a book on Ordnance Tactics. Being desirous of going to

sea, young Biondi was sent in 1858, with a company of men to the receiving ship, Ohio, at Boston, from which place he joined the regular crew of the sloop of war, Portsmouth, under the command of Captain John Calhoun. They sailed for the west coast of Africa where they joined the squadron, which was under the command of Commodore Inman, who was cruising the coast and islands, trying to break up the slave trade. On the outbreak of the American Civil war, in 1861, the ships were ordered home and the crews discharged. Captain Calhoun then recommended Mr. Biondi to the Navy Department as Master's mate, and he shortly afterward received an appointment from the Secretary of the Navy, and was ordered to the receiving ship, North Carolina, and, later, to the United States store ship, Nightingale. The last was a very fast clipper ship, which had been captured off the west coast of Africa, her commander, Captain Gordon, being hung for the crime of piracy. The Nightingale, with a cargo of stores, sailed for Key West, to supply the Gulf squadron, and, remaining with the fleet, acted as guard-ship at the southwest pass of the Mississippi river. In 1862, Mr. Biondi was ordered to the gun boat, New London, and participated in the battles of New Orleans, Vicksburg and Port Hudson, after which he engaged in blockade duty off Galveston and the coast of Texas, remaining about fifteen months and participated in a number of skirmishes. He was then ordered to the Pensacola, as Master, and took that ship to the navyyard at Brooklyn, for repairs. He was then ordered to the United States steamer, Don, flagship of the Potomac flotilla, which numbered about forty vessels under the command of Foxhall A. Parker. Later, Mr. Biondi became Master of the vessel, with headquarters at Washington, District of Columbia, where they were stationed during the darkest days of the war, and patrolled the river during the search for Booth, the assassin of President Lincoln. The flotilla was disbanded in May, 1865, and Mr. Biondi then became Master on board of the new double-turretted monitor, Miantonomah, commanded by Captain Daniel Ammen. The monitor was carefully tested and then taken to Fortress Monroe and up the river to Washington, where she remained on exhibition during the winter, her officers giving weekly entertainments. In the spring of 1866, Mr. Biondi was appointed Navigating Officer of the United States storeship, Supply,

and sailed with a cargo of stores to supply the fleet off the coast of China, with headquarters at Hong Kong. In 1868, he returned with his ship to the United States and received an honorable discharge.

On the breaking out of the Civil war in Hayti, Mr. Biondi entered the employ of the Government and manipulated the purchase of the naval vessel, *Pequot*, and as Commander, sailed for Port-au-Prince, where, after a varied experience, his vessel was captured by the Revolutionists, and but for his timely presence of mind and mental resource, all the officers would have been hanged. Being non-partisan, and only working for wages, Captain Biondi and crew swore allegiance to the Revolutionists, and he remained in command of his ship, the name being changed to *La Terruer*. After peace was restored, the Captain resigned and returned to New Orleans.

In January, 1871, Captain Biondi applied for a Lieutenantcy in the revenue marine service, and after passing a creditable examination at Washington, District of Columbia, he was appointed Third Lieutenant, and ordered to the revenue steamer, *William H. Seward*, then cruising between Wilmington, North Carolina, and Cape Hatteras. In July following, he was promoted to the rank of Second Lieutenant, and remained on board for two years. In 1873, he was detailed for special duty to superintend the building of the revenue steamer, *Dallas*, at Portland, Maine, and, in August, 1874, to superintend the building of life-saving stations on the coast of Florida. He then spent two seasons on the *Commodore Perry*, at Erie, Pennsylvania, during which he was promoted to the rank of First Lieutenant and ordered to the revenue steamer, *William H. Fessenden*. In 1880 he came to Port Townsend as First Lieutenant of the revenue steamer, *Wolcott*, and later became Lieutenant in command, cruising on Puget Sound and on the inside passage, north to Sitka, Alaska. In 1883, he was ordered to the revenue cutter *Rush*, at San Francisco, and, after reporting for duty, resigned and retired from sea life.

He then settled in Seattle and purchased an interest in the Puget Sound Furniture Company, which he sold in 1884. Then, returning to Port Townsend in 1885, he accepted the agency of the Board of Marine Underwriters of San Francisco for the lower district of Puget Sound. He is also Vice-Consul to Sweden and

Norway, and is the Port Townsend representative of the United States Weather Bureau.

In 1882, Captain Biondi was married at Port Townsend, to Miss Amelia Roberts, a native of Boston and niece of F. W. Pettygrove, an honored pioneer of the Key City of Washington.

The evidence of such universal commendation in the various walks of life leaves very little to be added, except to mark more strongly those characteristics which have contributed to his success in life, namely,—strict adherence to duty and persevering effort, which combined can never fail of their reward.



HERMAN STEINMANN, one of the leading architects of Seattle, was in Saxony, Germany, October 27, 1854. His ancestors had long been residents of that locality, and for many generations had been employed as foresters in the government service. Herman received his education in the high schools of Saxony. After completing his education he began learning the carpenter's trade, and, after becoming proficient as a journeyman, spent eighteen months in traveling through Germany and France, following his trade with the prominent contractors of those countries. Mr. Steinmann completed his professional studies in architectural engineering at the academies of Munich and Stuttgart. The year of 1878 was spent in the army, with the railroad brigade, afterward he continued to work for the Russian Government in general architectural work until 1881, and in that year came to the United States. Mr. Steinmann's first employment here was in Philadelphia, with C. D. Supple, a prominent contractor of that city, working the first six months as a carpenter, and for the following eighteen months was engaged in architectural and general office work. He next worked for a time as draughtsman in St. Louis, after which he opened an office and conducted a general architectural business, but gave particular attention to the erection and designing of breweries. In 1887 he came to Seattle, and soon afterward received the contract for the exposition building in Portland, also built a number of fine residences and business blocks in that city. After the fire in Seattle, in June, 1889, his work became more active in this city. Since then he has designed and superintended

the erection of eleven brick blocks, four churches, all the power houses in the city except two, the Madison street park buildings on Lake Washington; has rebuilt all the breweries of Seattle, Victoria and Tacoma, business blocks in LaConner, Chehalis and Walla Walla, and residences throughout the State. Mr. Steinmann built his residence on the corner of Twelfth and Pine streets in 1881.

In St. Louis, in 1886, he was united in marriage with Miss Eliza K. Hill, a native of that city, and a daughter of Frederick Hill, a man prominent in the political circles of Missouri. In social matters, Mr. Steinmann affiliates with the Knights Templar and Shriners, F. & A. M.



DR. WILLIAM BREDEMEYER, a well known mining expert and surveyor, now residing in Tacoma, Washington, was born in Cologne, Germany, September 7, 1842. His father, Frederick William Theodore Bredemeyer, was a Colonel of the celebrated Black Hussars, and his ancestors for generations back were prominent in military affairs. His mother, before marriage, was Katherine Quetting, a lady distinguished alike for charm of mind and person. The Doctor's son, F. W. W. Bredemeyer, is a godson of Frederick III, of Germany, and Empress Dowager Victoria.

William Bredemeyer, the subject of this sketch, was reared in his native country, and, from 1854 to 1857, attended the Polytechnic School of Cologne, where he prepared himself for mining. From 1857 to 1860, he studied practical mining and smelting in the principal mines of Germany, and in the latter year, he passed his examinations as officer of the engineer corps in that country. From 1860 to 1862, he attended the University of Bonn and the Mining School of Duren, at both of which he graduated. He was for the next six years in the service of the Holland government in Dutch India, as mining engineer. From 1868 to 1869, he was chief engineer of all the mines in Upper Burmah for the king of Burmah, being principally engaged in the ruby and gold mines of that country. He was the first white man to traverse Burmah from one end to the other. From 1869 to 1870, he was in the service of the British government, engaged in geological mining, and at the same time traveled

through western China. From 1870 to 1872, he was chief engineer of southern Japan for the Japanese government. He left the Flowery Kingdom in the latter year, on account of his wife's ill health, and came to California, and soon identified himself with the mining industries in that State and Arizona, with headquarters in San Francisco. In 1873, he was appointed manager for the Miller Mining & Smelting Company in Utah, owned by Howland and Aspinwall, of New York. From 1874 to 1875, he was manager of the Sheridan Hill Mining & Smelting Company, in Utah, but since the last named date, has confined himself to independent assaying and mining engineering, remaining in Utah until 1888, from which State he went to British Columbia, where he continued until 1891, when he came to Tacoma, Washington, with the interests of which city he has since been identified. He has examined and reported upon all the principal mining property in the regions mentioned, and in all prominent mining cases in court, he has testified as an expert. He has been United States Surveyor, Mining Engineer and Assayer ever since coming to America.

October 1, 1870, Dr. Bredemeyer was married in Nayasika, Japan, to Annie May Savery, an English lady of culture and refinement. The Doctor was called upon to mourn his wife's loss in 1884, her death occurring in Salt Lake City. In January, 1885, Dr. Bredemeyer was married to his present wife, *nee* Penelope McVicker, who is a sister of John McVicker, the oldest assayer west of the Rocky mountains. They have one son: Frederick William Wallace Bredemeyer, born in Salt Lake City, in March, 1886.

Dr. Bredemeyer's career has been an eventful one. He was the first white man in Upper Burmah, and while there was crucified by the natives, on June 16, 1869, and narrowly escaped with his life. From the age of twelve until past fifty, he has been engaged in preparation for mining and mining engineering or in their active pursuit, having followed these vocations all over the known world.

He is prominent in lodge circles on the coast now holding the offices of Deputy Supreme Chief Ranger of the Independent Order of Foresters; General in Command of the Commanderies of the Royal Foresters of the Pacific Coast; Deputy Supreme Chieftain, and Past Chieftain, and Colonel of the Chieftain's League

of the Improved Order of Red Men, of the State of Washington; and Past Master of the A. O. U. W., Tacoma Lodge, No. 6, also of a Deputy Supreme Archon of Heptasophs and Colonel of Crusaders. Since coming to Tacoma, he has organized the Chieftain's League of this city and Sunset Division, No. 20, Uniform Rank, Knights of Pythias, of this city. He is also a prominent Odd Fellow, having organized Canton No. 4, Tacoma, and is Guard-at-Arms, with the rank of Colonel, of the Canton, Patriarchs Militant. He and wife are members of the Rebekah degree I. O. O. F.; degree of Honor, A. O. U. W.; Pythian Temple; and Pocahontas Degree, Improved Order of Red Men.

Tacoma and the State of Washington have few men so capable of adding to their welfare, and they are to be congratulated in the services of one whose life has been replete with usefulness to humanity and the world.



GEORGE W. JAMES, Cashier of the Old National Bank of Spokane, was born in Pomfret, Connecticut, in 1857. His father, Freeman James, was a native of the same place, and was a prosperous merchant there. His mother's maiden name was Abby S. Buckminster. They had two children, he being the younger. He received his education at St. Paul, Minnesota, and at Mowery's Seminary, Providence, Rhode Island.

After leaving school Mr. James located at St. Paul, where he was employed in the First National Bank. He severed his connection with the bank February 22, 1892, came West and settled at Spokane, where he has since been Cashier of the Old National Bank of Spokane. His natural business ability and his fifteen years of banking experience especially fit him for this position. Mr. James has made a host of friends since coming to Spokane, and in this busy, rushing, growing city he will no doubt make his mark among the many brilliant young men who have here cast their destiny.

Mr. James was married July 12, 1885, to Miss Jingie A. Glidden, daughter of S. S. Glidden, President of the Old National Bank of Spokane, and one of the most prominent men in the Northwest. Mr. and Mrs. James have two

children, Freeman and Harold Norman, aged respectively six and three years. Mrs. James is a member of the Congregational Church of St. Paul, Minnesota.

Politically, Mr. James affiliates with the Republican party.



HON. BARTLETT TRIPP, of Tacoma, a distinguished citizen of Washington, and at present (1893) United States Minister to Austro-Hungary, was born in Harmony, Maine, July 15, 1839. His parents, William and Naamah (Bartlett) Tripp, were both natives of the Pine Tree State, the former born in York county. Both came of ancient families, the American founders of whom settled in this country at an early day, those of the Tripp family establishing themselves in York county, while the Bartlett ancestors took up their abode at Bethel, in Oxford county.

Bartlett Tripp, of this notice, was reared and educated in the State of his birth, completing his studies at Waterville College (Colby University) in 1861. In the same year he started West and spent one winter at teaching in Salt Lake City. He thence proceeded to California, and was for a time engaged in teaching at Folsom City, and later in surveying at Montague, after which he was for awhile employed in the civil engineering corps of the Central Pacific Railroad, in its work in northern California. In 1865 he went to Salt Lake City, where he taught school during the winter, after which he returned to the East. While teaching school he had read Kent and Blackstone, with the intention of adopting the law as his profession, and on returning to Maine he took a six months' course of preparatory reading in the law office of Samuel McClellan, of Dexter. He then began a course in the law department of Union College (Albany Law School), at which he received the degree of Doctor of Laws in 1867, and in the same year was admitted to practice in the Supreme Court of New York. He then went to Augusta, Maine, where he began practice with an associate, under the firm name of Pillsbury & Tripp, which they continued two years. At the end of that time Mr. Tripp turned his face toward the setting sun, following the Star of Empire to Yankton, Dakota, where he became associated in business with

General William Tripp, which partnership was in its third year when severed by the death of the General.

Mr. Tripp rapidly rose to first rank in his profession in the live Northwestern Territory, and became a prominent figure in public affairs and a leader of the Democratic party. In 1878, as the Democratic candidate for delegate to Congress, he made a highly creditable race and was very nearly elected. He was chosen president of the constitutional convention of 1884, which was the first held preliminary to the admission of the Territory to Statehood, and the Constitution drafted by its members was, with some amendments, adopted by the second convention. As a citizen of Yankton he took a leading part in the promotion of educational interests in that city, and for twelve years did efficient service as chairman of the School Board. In 1885 he was chosen Chief Justice of Dakota, in which capacity he continued to act until the Territorial organization was superseded in 1889. Judge Tripp was one of the three members of the commission which enacted the first codification of the laws of Dakota, the other two of whom were Chief Justice Shannon and Judge Burnett.

In the session of 1890-'91 of the South Dakota Legislature, Judge Tripp was made the Democratic candidate for the United States Senatorship, which contest continued nearly seven weeks and became famous throughout the country, finally resulting in his defeat. He was president of the Bar Association of Dakota during the last ten years of its Territorial administration, and on the formation of the State of South Dakota and the organization of a new bar association he was elected president of that body.

In 1891 Judge Tripp removed to Tacoma, Washington, where he at once began the active practice of law, and is now at the head of the firm of Tripp, Town & Dillon, one of the most prominent co-partnerships in the State, renowned alike for their ability and integrity.

In 1893 the Judge was chosen United States Minister to the court of Austro-Hungary by President Cleveland, one of the most distinguished honors which the chief executive of the nation could have bestowed, and an appointment which was highly commended by the country.

In September, 1868, Judge Tripp was married in Maine, to Miss Ellen M. Jennings, a

lady of education and refinement, and they have one child, Maude Bartlett, now the wife of C. H. Dillon, junior member of the firm of Tripp, Town & Dillon.

Judge Tripp's recognized ability, sterling integrity and high moral character have won for him just distinction among his fellow-men, while his more amiable qualities have enlisted their friendship and esteem.



DAVID LISTER.—Probably no name is more intimately associated with the history of Tacoma than that which heads this sketch, and a synopsis of Mr. Lister's career is essential to the completeness of this volume.

Mr. Lister was born in Bradford, Yorkshire, England, March 31, 1821. His parents, Samuel and Sarah (Ogden) Lister, were natives of Shelf, Yorkshire, the former being a machinist in the Bolling Iron Works, at Bradford. Later, the family removed to Bolton, Lancashire, and there when but six years of age, the subject of this sketch received his initiation into the business in which he afterward became a successful operator, and was taken from school at this early age for that purpose. His first work was at cleaning castings in a foundry, and it happened that his opening task was cleaning off the chairs on which were to be placed the rails of Stevenson's first railroad, Mr. Lister, Sr., having the contract for the construction of these chairs, which were made at the foundry of Thompson & Swift.

In 1831, David accompanied his parents on their removal to Preston, Lancashire, where he joined the Wesleyan Methodist Church, and resumed his education in its Sunday-school. The society erected a brick building for the purpose, and it was about the first Sunday-school in Preston. While on a visit to the scene of his boyhood days a few years ago, Mr. Lister searched for the old school in Gilder street, and finding it, discovered that it had been converted into a stable.

He worked in Preston in the shop of Lord Bellcaras until attaining his thirteenth year, at which time his father received and accepted a favorable offer to return to the Bolling Iron Work at Bradford. The subject of this sketch

also went to work there, and became so thoroughly schooled in the business that at the age of sixteen years, he was receiving journeyman's wages. A year later he began business for himself, establishing a foundry and machine shop at Otley, ten miles from Bradford, and, to begin with, built with his own hands his first engines. Two years later, he sold out to Payne & Dawson, who still conduct the business. After closing up his affairs he had £40 left, and after considering the situation concluded he would go to America. In June, 1847, he sailed from Liverpool in the ship *Lord Sandon*, which arrived at New York July 17 following, immediately obtaining employment with the firm of Browning & Co., on work for the Brooklyn navy yard, making brass work for the Government dry dock. In 1851 he went to Hoboken, at which place he did similar work for Stevens' floating battery, the first of its kind built for the United States Government. Completing this work he moved to Canaan Corners, near Carbondale, Pennsylvania, where he secured a large farm and was engaged in the occupation of agriculture. He then traded his farm for a foundry, machine shop and tin store in Carbondale. In this business he was engaged for nine years, at the expiration of which time he went to the oil regions, taking with him all the tools necessary to establish a well-equipped shop. Finding things there not to his liking in some respects, he immediately disposed of his effects and went to Chicago, where he remained one year. In 1867 he went to Marinette, Wisconsin, for the purpose of operating the Marinette Iron Works in the lumber region. After successfully managing this enterprise until 1869, he went to Peshtigo, where he built a foundry and machine shop, and did all the work for the large factory and mills of William B. Ogden. In October, 1871, fire broke out in the woods of that region, and on the night of October 8, the flames were communicated to the town and there ensued the great conflagration of Peshtigo and vicinity, which was one of the most destructive in history, considering the number of lives and the vast amount of property destroyed. At nine o'clock in the evening the fire broke out, at which early hour Mr. Lister had retired for the night, but was awakened in time to make his escape with his family. They hastened to the river, in which, by keeping submerged as much as possible, they preserved their lives, and all who did not follow that plan visibly per-

ished in the flames. The only thing in the place that was not destroyed was one partly constructed house.

During the following week William B. Ogden went to Peshtigo, and on seeing Mr. Lister, proposed to sell the latter his choice of locations in the town as a site on which to rebuild. This offer was accepted, and work on the new buildings was soon on the way. Later, leaving his son in charge of the establishment, Mr. Lister went to Oconto, distant sixteen miles, where he bought an interest in a similar establishment and remained there a year, getting the business on a firm basis. His next venture was to establish a sawmill at Gillett, a town on the Oconto river, but while engaged in logging there that winter, the weather was so severe, he felt compelled to seek a more congenial climate. He at once began closing out his interests in this locality, and on the advice of his friend, Mr. Ogden, who was one of the directors of the Northern Pacific Railroad, Mr. Lister concluded to remove to the Territory of Washington, where, as Mr. Ogden said, "the mills are all twenty-five years behind the times." He advised Mr. Lister to go to Tacoma, which place had been selected as the western terminus of the road, although he said it would be ten years before they could do anything in that direction, and urged Mr. Lister, in case the latter followed his advice, to do what he could to build up the place.

After making his start for Puget Sound it was a month later when he reached his destination. He journeyed via the Union and Central Pacific railroads, and from San Francisco to Victoria on the steamer *Panama*, then on her first trip, carrying the first mail on the route. Mr. Lister waited three days to get a vessel for Tacoma, and then secured passage on the Northern Pacific, which landed him at Seattle. The accommodations of that place at that time were considerably overcrowded, on account of which Mr. Lister about gave up the idea of procuring a place for the night, but at twelve o'clock the landlord of the United States hotel awoke a lodger and gave his berth to Mr. Lister. On the first boat that left for Tacoma Mr. Lister was a passenger, and landed at the dock in Old Town. Soon after landing he went through Hanson's mill, where he saw a man trying unsuccessfully to match some flooring. The foreman was cursing the unfortunate workman; and eventually Mr. Lister ventured to remark

that when the man had gotten through his effort he would try his hand. He did so and succeeded so well that the foreman proposed to employ him at once, to which proposition Mr. Lister replied that he first wished to see New Tacoma, and to get to the site had to walk seven-eighths of a mile along the beach. His observation showed him a straggling settlement, some twenty or thirty insignificant buildings amid a wilderness of trees and brush, and not half of these poor structures occupied. Being confident, from what he saw, that there was then no chance of doing anything there, he returned to the mill, and accepted employment for the time being. He took to pieces the machine at which he had first tried his hand, adjusted it, put it together again, and the next morning began an engagement, which he continued a year at \$100 a month and board.

During this year, he had built a shop in Old Town, and General Sprague, who was then living at Kalama, having learned of this fact, expressed a desire to see Mr. Lister. Having done so, the General asked Mr. Lister what had induced the latter to come to Old Town and build a shop. Having learned from Mr. Lister his story, General Sprague advised him to remove his shop to New Tacoma, and offered his assistance and the services of a scow for that purpose, adding, "in two weeks we will go together and locate our machine shop and yours as well." They selected the site of the railroad shops together, and Mr. Lister chose his location near by at the foot of Fifteenth street. While engaged in this preliminary work, they had a hard time getting through the brush and their progress was further impeded on account of the whole town being knee-deep in mud, there being no drainage. Mr. Lister finally succeeded in removing his shop to the new place and started operations, first getting his machine work done at Kalama. The road between that place and Tacoma was then running one train a day, but business was light and sometimes he would be the only passenger on the train. That winter his family joined him. He completed his buildings in 1876, and on March 17, 1877, he turned out the first castings for the Northern Pacific Railroad. For this company he made all the car wheels and all other iron work that was wanted for its line on this side of the Rocky mountains.

He also traveled extensively over the Sound country, in quest of work for his shops, hoping

to build up an immense business, of which a large amount of marine work should make up a portion of the volume. The people of Seattle were jealous of the rival town on account of its possession of such an important plant, which brought in so much ready money, and the enterprising citizens of Seattle offered Mr. Lister many inducements to remove to their midst, or at least to establish a branch shop in their town. But Mr. Lister was a Tacoma man, through and through, and was not to be dissuaded from the course he had marked out. When the historic "boom" came, Mr. Lister constructed iron work for the buildings which soon began to line Pacific avenue and other bustling streets. He attended personally to all the various ramifications of his business and even did all his own figuring on work. The intense strain on his physical constitution, thus imposed, at last told on even such a tireless man as he. An attack of vertigo coming on while he was at the head of a stairway, engaged on a business mission, a fall ensued, resulting in a severe, though temporary injury, which brought about his retirement from business.

A rest from labor, coupled with loving attention and a trip abroad, brought about his restoration to such a state of health and vigor, that although retired from active labor, he is now one of the youngest men of his age. But he had done enough. The large sums which he had disbursed here in wages amounting for long periods to as much as \$9,000 a month, but the volume of trade he had brought here as well as the prestige accompanying, had been, probably, the principal factor in holding the town together and advanced its prospects undoubtedly by many years. As one item of his business, it may be mentioned that he built sixty-one engines in his shop. In 1889, he sold out his shops to the Dry Dock Company, who moved them to the Fifteenth street wharf. While in the active ranks of business in this city, he built many houses, and was actively engaged in the development in every way of the place. His present beautiful place on North I street was erected in 1890. It is worthy of incidental note in this connection that Mr. Lister was the first to pay public wages in Tacoma. At the beginning of operations he had to transport all his castings to the dock in a wheelbarrow.

Mr. Lister has been twice married. His first wife, to whom he was married in England, was originally Anna Mortimer, who died at Pesh-

tigo, Wisconsin. They had sixteen children, five of whom are living: Samuel G., was for years Mr. Lister's foreman; David B., who is now with the company to whom his father sold his plant; Jennie, wife of Dr. Barton; John W., a resident of Olympia; Annie, wife of James Chambers, of Olympia. Mr. Lister was again married, in 1873, to Mrs. Church, whose maiden name was Townsend. By her first marriage she had nine children. She was also a native of England, and came to America at the same time as did the Lister family, settling in Lowell, with her husband and family. They removed later to Peshtigo, Wisconsin, where she was living at the time of the great fire. Mrs. Lister has been a true helpmeet to her husband, and it is a just recognition of her qualities to say that she is a noble-hearted woman. Being endowed with a high order of intelligence and trained in the duties of a physician, her services in this connection were, in the early days of Tacoma, at the command of the humblest and poorest of the early settlers, and on many nights she has gone through the brush and timber to accord care and comfort to some poor suffering mortal, helpless but for her ministrations. The many acts of charity performed by her, will never be forgotten by the recipients of her unselfish devotion. On many occasions when Mr. Lister was operating his shops, with a man for every place that could be devised for one, and when some applicant for work would be informed that there was no place in which his services could be used to advantage, Mrs. Lister would intercede for the stranger and get her husband to find something for him to do, just to help out those who wanted and needed work.

Mr. Lister was interested in every effort calculated to put the new town on its feet, so to speak, and on one occasion, C. B. Wright, president of the Tacoma Land Company, remarked in a conversation at the Tacoma Hotel, "Had it not been for this man," pointing to Mr. Lister, "Tacoma would not have been built when it was built." Mr. Lister helped to organize the town of Tacoma and was one of its first trustees. A city charter was obtained in 1881, and he was appointed, by Governor Newell, first Mayor of Tacoma, for six months, to hold office until after election. Mr. Lister was elected a School Director and realizing that new school facilities were needed, he set about providing something that would be beneficial and perma-

nent. He purchased twenty-four lots on the site of the Central school, had the alley vacated, procured from Portland, plans for the building, for which specifications he paid \$500, and finding these not to his liking in some respects, changed them so that the stairways instead of turning to the center of the building, should lead to the doors which opened outward. Mr. Lister and Mr. Alexander constituted the board, of which the former was President. The board wanted \$10,000 voted to commence building the Central school, which the Council would not grant. However Messrs Lister and Alexander went ahead and let the contract for about \$10,000. The people said it would be twenty years before so much room would be required, but, Mr. Lister contended that the school would be filled before finished. It was also considered by many to be foolish to secure so much ground. Now it is conceded to be one of the best investments the city ever made. Regarding his prophecy as to attendance, it may be stated that on opening day, each room had its full quota of sixty scholars, except one room, which had but fifty. The building cost more than \$30,000 which amount was paid by issuing script, which was cashed in bank as needed.

Mr. Lister has been a member of the Masonic order for half a century, having been admitted in Carbondale, Pennsylvania. He also belongs to the chapter and commandry. He was an organizer and one of the first trustees of the First Methodist Episcopal Church, in which capacity he still serves. Mr. and Mrs. Lister and W. H. Fife and wife are all that now remain of the original congregation organized in 1876.

In closing this sketch of Mr. Lister, it is but just and proper to say that in this community, in which he was one of the first and of which he was for so many years one of the principal leaders, he is universally regarded as one of the most honorable and upright of men, one who, while successful in his undertakings has accomplished his success while assisting others, rather than building what there is of his fortune on ruins of other men's possessions.



JACOB N. JESSEN, proprietor of the leading livery establishment in La Center, Washington, and owning a large, well-equipped fruit farm in that town, was born in

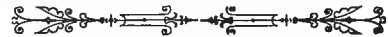
Tunder, northern Schleswig, then in Denmark, December 8, 1840. His parents were Jess and Gretamaria (Nielsen) Jessen, the father being a farmer, and both being honest, hard-working and worthy people.

Jacob N. Jessen was reared on the home farm and attended school between the ages of six and fourteen, learning from his parents those habits of industry and upright principles of conduct which have rendered him a good member of society, and gained for him prosperity and the respect of all law-abiding citizens. After attaining the age of fourteen, young Jessen, being of an adventurous disposition and anxious to see the world, went to sea, his first voyage being to Greenland, that misnamed country of ice and snow. He was later drafted on a man-of-war, and after fourteen months' drilling in that service, was discharged. His next trip was on a merchantman to the West Indies, after which he returned home. In 1863 he left his native country for America, arriving in New York city. From there he went to Canada, and thence to Chicago, then showing no signs of its present greatness, and after fourteen months there decided to seek his fortune on the Pacific coast, to which so many people were emigrating. Accordingly, he proceeded to New York city, from which port he embarked, via the Nicaragua route, for San Francisco, in which latter city he arrived in 1865.

Mr. Jessen made his home in California for seven years, part of the time farming on his own account, but for the most part engaged as foreman of the large Hayward ranch. At the end of this time he decided to visit the Puget Sound country, and in April, 1871, went to Portland, Oregon, from which place he shortly afterward came to Washington, and took up eighty acres of land, situated three miles north of La Center, in Clarke county. He cleared the timber from a large portion of his land, fenced the whole tract and made a number of other valuable improvements, and had thirty acres in a fine state of cultivation, when he sold out, in 1882, and removed to the town of La Center. Here he immediately engaged in the livery business, which, with his other interests, now absorbs his attention. On his place in La Center, he raises various fruits suitable to the soil and climate, including prunes, pears and apples. These different enterprises have proven eminently successful, and the cause is not difficult to find. It is owing to Mr. Jessen's con-

tinued industry, intelligent care and attention to details, which, combined with the remarkable resources of Washington, both agricultural and commercial, have gained for him comfort and prosperity, and he is in a fair way to attaining fortune in the coming years.

Politically, Mr. Jessen is a Democrat and takes a deep interest in public affairs, although he is not an office-seeker, but his superior qualifications of mind and character amply fit him for public service, and he will, no doubt, be called upon, at some future time, to represent the people in that capacity. He is enterprising, progressive and ever ready to aid his community, to the advancement of which he has contributed his full share of energetic and intelligent effort.



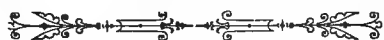
NEWTON F. CAIN, a thrifty farmer and dairyman of Clarke county, Washington, residing near Manor, was born in Lucas county, Iowa, September 26, 1852. His parents, Isaac and Elizabeth J. (Leeper) Cain, were natives of Indiana and Ohio, respectively, although both removed to Iowa when young, in which State they were married, near Eddyville. The father is still a resident of Lucas county, Iowa, but the dear old mother is dead, her death having occurred June 2, 1888, at the age of fifty-eight years, eleven months and seventeen days, after a life of devotion to her family.

Mr. Cain, of this notice, was reared in his native county on the home farm, where he resided until he was twenty-four years of age, receiving his education in the local schools, and being trained to habits of industry and usefulness by his worthy parents. In 1876, induced by the advantages of cheap land offered by the extreme West, he went to California, and was for a time near Woodland, in Yolo county. From there he went on a visit to Oregon and Washington, looking over the country, after which he returned to Iowa. In 1881 he went to Texas, and spent about a year on the Red river, in Clay county, after which he once more returned to Iowa, on a visit. In the spring of 1883 he came to Washington with the intention of settling, and bought the Curtis estate, of 440 acres, in Clarke county, where he has ever since resided. He has since sold portions of his orig-

inal purchase, and now retains 160 acres, to which he devotes his personal attention. Forty acres of this is now cleared and mostly grown to grain. Besides his farming interests, he also conducts a dairy business, in which he uses the product of sixteen cows. In the winter of 1892 Mr. Cain set out about 140 fruit trees, and it is his intention to plant about 300 in all, mostly Bartlett pears and winter apples. This promises to become, under Mr. Cain's careful supervision, one of the finest orchards in the State, and will afford him an ample income besides increasing home industries.

February 4, 1886, Mr. Cain was married, and he and his worthy wife have three children: James Clinton, Cody Newton and Minnie Elizabeth.

Politically, Mr. Cain is a Democrat. He is domestic in his tastes, finding his greatest happiness in the society of his family and friends, and in the care of his valuable estate. Notwithstanding this, he takes a deep interest in the public welfare, especially of his community, and has done much by his intelligent and efficient labors to increase and develop its resources.



GEORGE ALEXANDER, Superintendent of the Port Townsend Steel Wire & Nail Company, was born in Covington, Kentucky, December 14, 1866, a son of John H. and Jane E. (Early) Alexander, natives of Illinois and Kentucky, respectively. The father was an extensive contractor in timber and stone for culverts and bridges in railroad work.

George Alexander attended the public schools of Covington until fifteen years of age. As an apprentice, he then entered the employ of the American Wire Nail Company, the first institution in the country to manufacture wire nails, and remained with them four years, becoming a competent workman in every department of the business. From 1885 to July, 1889, he was engaged as superintendent of the United States Wire Nail Company, of Indianapolis, Indiana, and in the latter year the works were removed to Jackson, Ohio, and consolidated with the Jackson Steel Works. The works were then enlarged, with increased facilities, and Mr. Alexander continued in charge of the shop until the early spring of 1892, when he resigned his position to take

part in the organization of the factory at Port Townsend. He spent the summer of 1892 at Erie, Pennsylvania, associated with James M. Lively in superintending the building of the machinery for the Port Townsend factory, which was constructed by the Erie City Iron Works. After completing the machinery, in the fall of 1892, Mr. Alexander made a short visit at Covington, and then started for this city, to assist in erecting the plant and establishing the factory. Although a young man, he is one of the oldest artisans in the steel wire nail business. Commencing when the business was in its incipency, and possessing a mechanical mind, Mr. Alexander devised new machines for performing the work, and May 2, 1893, received a United States patent for a wire nail machine. For this machine is claimed: First, improved means for opening and closing the jaws which hold the wire while the head is formed; and second, means for operating the cutters which finish the nail and separate it from the wire, which consists of a combination of minor gears and crank shafts in the place of levers and cams. Upon the principles of his patent are constructed the fifty machines now in use in the Port Townsend nail works, which have a combined capacity of 400 kegs every ten hours, and on smaller nails the speed of the machine can be maintained at 400 nails per minute. Mr. Alexander is a practical mechanic, and under his watchful eye, labor-saving machines are being invented and put in use, which makes the Port Townsend nail factory a very complete institution in every point of detail.



PETER AHOLA, proprietor of one of the leading mercantile establishments of Centerville, Washington, is a native of Finland, born November 7, 1858, the third of a family of nine children. His parents, Matthew and Matilda (Leonora) Ahola emigrated to the United States, believing they would meet with the same success that had attended their countrymen who had sought homes in the New World. They located in Michigan and resided in that State until 1878, when they removed to Washington and settled in Klickitat county. Matthew Ahola is a cabinet-maker by trade, and his son is also a skilled mechanic; father and son have given attention to hus-

bandry and have been uniformly successful in their efforts. Having disposed of his farming land our subject embarked in the mercantile trade in the flourishing little village of Center-ville, opening his store to the public March 15, 1893; he carries a general stock of shelf and heavy hardware, and a full line of agricultural implements; he has also a line of harness and saddler's goods. He is a man of good business habits, and has the energy and thrift characteristic of his countrymen.

A loyal citizen of the land of his adoption he is fully alive to his duty, and is a staunch supporter of those principles that go to make good government; he casts his suffrage with the Republican party. He also takes an active interest in educational matters, and for many years has been a member of the Board of School Directors. He is not a member of any secret society.

Mr. Ahola was married at The Dalles, Oregon, December 19, 1888, and has a family of two, Mabel B. and Hazel; the third daughter died in infancy.



GEORGE E. STARRETT, a contractor and builder of Port Townsend, was born in Thomaston, Maine, October 31, 1855, a son of Edwin and Cordelia (Merrick) Starrett, natives of that State, and descended from Puritan ancestry. The father followed the trade of a ship carpenter in Thomaston for twenty-nine years, or until 1864. He then removed with his family to Lake county, Illinois, where he engaged in house carpentering until 1885, and then moved to Port Townsend, Washington, where he followed that occupation for the remainder of his life.

George E. Starrett, the subject of our sketch, attended the schools of his native country until sixteen years of age, and then began the carpenter's trade, under his father's instructions. He remained with the latter until he became proficient in every department of the business. Thus acquiring valuable experience, in 1880 he came to California, and thence, by the old steamer Idaho, to Port Townsend, where he remained with his brother, D. W. Starrett, for a time. Mr. Starrett next located in Port Townsend, as a contractor and builder, and his first work was the erection of the Catholic Church.

From that time his business has steadily increased until he now employs a force of from twenty-five to fifty men, and has erected a large portion of the residence and business houses of the city. As there was no architect in the town, Mr. Starrett was forced to take up that branch of the work, which he has conducted with marked skill and ability. In addition to his other business interests, he has also performed the undertaking work for the County and Marine hospitals since 1889, and since 1890 has conducted a general undertaking establishment. In July, 1892, he organized the Port Townsend Dry Dock Company, and as manager is erecting a dry dock near Port Wilson. He is a stockholder in the Port Townsend Steel Wire and Nail Company. Mr. Starrett also owns a large amount of improved residence and business property in this city.

In 1887 he was united in marriage with Miss Annie D. VanBokkelen, a native of Port Townsend, and a daughter of J. J. H. VanBokkelen, a pioneer of Puget Sound, whose name is cherished and revered by all who know him. He was of Holland-Welsh ancestry, and possessed strong characteristics and unflinching zeal. He served as Postmaster, County Auditor, Sheriff, Probate Judge, three terms in the Territorial Council, and during his intervals of public service was engaged in agricultural pursuits. Mr. Starrett has erected a spacious home on the corner of Adams and Clay streets, where he and his wife now reside, surrounded by all the comforts of life. In 1890 he was elected a member of the School Board, has served two terms in the City Council, is serving a four years' term as Chairman of the Board of County Commissioners, and is one of the active and enterprising developers of the Key City.



HON. JOSEPH A. SHADLE, Representative from Pierce county, to the Legislature of Washington, and Accountant and Steward of the Western Washington Hospital for the Insane, at Fort Steilacoom, was born in Wauseon, Ohio, January 16, 1866. His parents, Allen and Ann (Whitaker) Shadle, were natives of Wooster and Medina, Ohio, respectively, the former a farmer by occupation. Both the maternal and paternal grandparents of

the subject of this sketch were early settlers of Ohio, the former having removed from Pennsylvania to Wooster, and the latter from New York State to Medina.

Joseph A. Shadle, the subject of this sketch, was reared in the State of his nativity, receiving his preliminary education in the common schools, afterward attending Fayette College, at which he graduated in June, 1886. He taught school during the winter, following his graduation, after which he came to Washington and taught one term in Roy, Pierce county. He then became manager of a general mercantile store at the same place, in which capacity he continued until April 22, 1889. He was then appointed to the stewardship of the Western Washington Hospital for the Insane, which he has held ever since, with the exception of the time during his term as Representative in the General Assembly of the State. He resigned his stewardship to accept the latter office, and was re-instated when at liberty to resume his former duties, which he at present discharges. He also acts as accountant of this institution and attends to many details of the business management.

In the fall of 1892, Mr. Shadle received the Republican nomination for representative of Pierce county, and was elected by a flattering plurality. He served on the following standing committees: Education, Compensation and Fees of State and County Officers, Universities and Normal Schools, Enrolled and Engrossed Bills, and also on several special committees. He was one of the principal supporters of the measure for the levying of a direct State tax for school purposes, which was carried in the House, but failed by one vote of passing the Senate. He also labored earnestly in behalf of building permanent country roads. He was the author of House Bill, No. 263, entitled, "An Act to prevent the making of deficiencies in the public institutions and departments of the State of Washington, and providing for an emergency board," which became a law. He was also the author of several educational measures.

Although a young man, Mr. Shadle is recognized as a prominent Republican. He was a delegate to the State convention at Tacoma, in 1890.

August 25, 1887, Mr. Shadle was married at Ottokee, Ohio, to Miss Rose A. Siebold, a native of that State, and a woman of intelligence and personal worth.

Fraternally, Mr. Shadle is Past Master Workman of the Fort Steilacoon lodge, A. O. U. W., and a member of the Sons of Veterans, belonging to the Camp at Wauseon, Ohio. He is progressive and liberal minded, deeply interested in the welfare of his State and an important factor in her development, and as such deserves more extended mention in this volume than space permits.



DR. GEORGE H. T. SPARLING, prominent among the medical fraternity of Washington, and a gentleman of marked enterprise and public spirit, is a native of the "Sunny South," having been born at Nashville, Tennessee, October 18, 1867. His father, Dr. F. W. Sparling, was a native of Ireland, and emigrated to Canada in boyhood, where he was reared and educated in literature and medicine. He subsequently married Mary Hamilton, of Scotch descent, and they removed to the United States, living for a time in Detroit, Michigan, where he followed the practice of medicine. They subsequently removed to Nashville, where he continued his profession until 1861, when the civil war broke out. He then entered the Union army as a surgeon, and after the war, continued in the service in the East until 1872, when he was ordered to the Pacific coast and was stationed successively at forts Canby and Steilacoom and Port Townsend. In 1874, he retired from the army and settled in Seattle, Washington, where he has since continued in general practice, being one of the oldest and ablest medical men in that vicinity. Aside from his prominence as a physician and surgeon, he is recognized as a progressive citizen, deeply interested in his adopted State and city, to the advancement of both of which he has largely contributed, and is justly regarded with universal respect and esteem.

The subject of this sketch was about five years of age when his parents removed to Seattle, Washington, where he was reared, receiving his preliminary education in the public schools of that city and afterward attending the Territorial University. He then commenced the study of medicine under the able preceptorship of his father, after which he entered the medical department of the University of Michigan, subsequently graduated in the same department



John W. Hanna.

of the University of Oregon, in the spring of 1890. He began his practice in Seattle, and from the first met with gratifying recognition. In the following November, he was appointed Health Officer of the city by the Board of Health, the duties of which he discharged until the fall of 1892, when he tendered his resignation. He was complimented by the Board of Health on his "faithful, efficient and honest" service, and they accepted his resignation with reluctance. The duties of this office were quite arduous and were conducted to the abandonment of his general practice only, to which latter work the Doctor will now devote his entire time and attention. His former success is sufficient proof of that which is to follow, and he has the best of prospects for continued prosperity and wide patronage.

November 22, 1890, Dr. Sparling was married, in Seattle, to Miss Olio M. Pritchard, a native of Iowa, but reared and educated in Stockton, California. She is a lady of superior attainments and culture and well known in Seattle society.

The Doctor is a Republican and has taken an active part in the politics of the fifth ward in Seattle, and has otherwise lent efficient aid to his party in local affairs. He affiliates with the I. O. O. F.; K. of P.; Sons of Veterans. G. A. R.; and is a member of the State and King county medical societies. As a professional man, private citizen and public official, he has been characterized by the highest efficiency and most honorable conduct, and enjoys the esteem of all who know him.



JOHN W. HANNA, manager of the new Seattle theater, was born in Harrison county, Ohio, December 2, 1848. His parents, William and Mary (Colwell) Hanna, were natives respectively of Pennsylvania and Virginia, where their ancestry settled prior to the war of the Revolution. William Hanna was a merchant of Deersville, Ohio, and also an extensive purchaser of cattle and sheep, which were driven to the Eastern markets. He was a Wesleyan Methodist and an ardent Abolitionist, and wielded a powerful influence in the State. Subsequently retiring from business, he removed to Columbus, Iowa, where he now resides.

John W. Hanna was educated in the schools of Deersville and at Mattoon, Illinois, receiving a practical business education in his father's store. In the fall of 1869, at Mattoon, he engaged in the stationery and book business, which he conducted for twenty years, and incidentally had charge of Dole's Opera House, during the greater portion of this time. He also served four years as Alderman of the city, having been elected by the Republican party.

In 1889 he came to Washington, and on the completion of the Tacoma Theater he secured management, and opened the theater on the 13th of January, 1890, continuing in charge for one year.

In 1891, he came to Seattle and arranged to manage the Seattle Opera House, which he conducted until the completion of the New Seattle Theater, then, as lessee and sole manager, opened the latter house on the 5th of December, 1892, with a performance by the Duff Opera Company, before a large, fashionable and appreciative audience. This theater has a seating capacity of 1,500, with an improved sectional stage, 40 x 76 feet; thirty complete sets of scenery, painted by Thomas G. Moses, the scenic artist of Chicago; a fire-proof asbestos curtain between stage and auditorium, and the most complete electric system of all theaters in the Northwest.

Mr. Hanna is the representative of the New York Booking Agency for the Puget Sound district, and thus secures the best traveling companies of the East for the cities of the Sound and British Columbia.

He was married in Mattoon, Illinois, in 1870, to Miss Mary E. Henderson, of Ohio. They have four children: Gertrude, Ethel M., William H. and Clara.

Socially, Mr. Hanna affiliates with the I. O. O. F., K. of P., B. P. O. E., and The Knights and Ladies of Honor.



AMOS F. SHAW, Surveyor General for the State of Washington, was born in Salisbury, Merrimack county, New Hampshire, in 1840. His parents, Abraham and Hannah (Fifield) Shaw, were natives of the same State, descended from Puritan ancestors who were famed as honored participants of the Revolutionary war. Descending

from a family of agriculturists, Abraham Shaw pursued the same occupation, and passed his life amid the associations of his boyhood.

Amos F. was educated in the schools of Salisbury, the academy at Franklin, and the college at Tilton, remaining with his parents until 1859, when he started westward. At Sioux Falls he took up a claim and engaged in farming.

In January, 1862, young Shaw enlisted in Company A, Dakota Cavalry, Captain Nelson Minor, which served as an independent company, the Territory being too thinly populated to raise a regiment. They were ordered South; but, owing to the uprising of the Indians, were stationed on the frontier and engaged with General Sully in his expedition against the Sioux. Mr. Shaw remained in that department for three and a half years, and was mustered out in June, 1865. He then passed two years as sub-Indian agent, stationed at Fort Rice on the upper Missouri river, among the Sioux tribes of "Sitting Bull," "Rain-in-the-Face," "Spotted Tail," and "Red Cloud," the tribes then numbering about 7,000.

As Sioux Falls had been abandoned in 1862 after the Minnesota massacre, Mr. Shaw settled in Clay county, Dakota, in 1867, and engaged in farming. While there he served three years as Sheriff and two years in the Territorial Legislature. In 1872 he returned to Sioux Falls. He organized the Sioux Falls Milling Company, of which he was elected president, and built a flour mill, of 100 barrel capacity, which he operated for several years, at the same time continuing his real-estate interests. He was twice honored by being elected to the Territorial Legislature from Minnehaha county, of which Sioux Falls is the county seat, it having a population of 1,500 and at that time being the largest city in South Dakota. During the Sioux river freshet of 1881 Mr. Shaw's milling interests were carried away and totally destroyed. He then decided to try a new country with a milder climate, in a region more accessible to market, and in a section adapted to fruit interests. Coming to the Pacific coast and finding these elements existing at Vancouver, Washington, he purchased twenty acres of timber land near the city, began clearing and improving the same, and now has the entire acreage in fruit, sixteen acres being in Italian prunes and four acres in pears. In 1884 Mr. Shaw returned to Sioux Falls to look after real-estate interests, and remained three years, two years

of that time serving as Warden of the Dakota penitentiary. Returning to Vancouver in 1887, he applied himself to his fruit interests. In the fall of 1889 he was elected to the first State Legislature of Washington, was re-elected in 1890 for two years, and served as Speaker of the House during the latter term.

He was married in Clay county, South Dakota, in May, 1868, to Miss Josephine E. Moulin, a native of Iowa. They have no children.

Mr. Shaw is a member of the blue lodge, chapter and commandery, F. & A. M. He has been a life-long Republican, strong and zealous his affiliations. In July, 1892, he was appointed to his present position, that of Surveyor General of the State of Washington, by President Harrison.



HAL M. WYMAN, M. D., one of the successful practitioners of Olympia, Washington, was born in Marion, Linn county, Iowa, August 12, 1861, son of Oliver C. and Charlotte E. (Mullin) Wyman, natives of Indiana and Iowa respectively.

Oliver C. Wyman was a prominent merchant of Marion until 1878, when he removed to Minneapolis, Minnesota, and there organized the firm of Wyman, Partridge & Co., wholesale dry goods merchants and manufacturers of tents, awnings and campers' supplies, employing about 350 men in the several departments and doing an extensive business throughout the Northwest.

Hal M. received his literary education in the Minneapolis high school and at the University of Michigan. He commenced his medical studies in 1879 at Detroit, Michigan, under the preceptorship of his uncle, Dr. Hal C. Wyman, and attended the old Detroit Medical College for one year. At this time the dissenting faculty created the Michigan College of Medicine and Surgery, in which his uncle became Professor of Principles and Practice of Surgery, and where young Wyman graduated in 1883. After his graduation he came directly to Olympia, where his uncle, Dr. Hugh S. Wyman, was then practicing. This uncle is now surgeon at the Treadwell Stamp Mill on Douglas island and at the Sisters' Hospital at Juneau, Alaska.

Upon his arrival at Olympia, Dr. Wyman formed a partnership with Dr. N. Ostrander, with whom he was associated in practice two years. He then made a trip to Europe and passed two years and a half in the leading hospitals of London, Hamburg, Berlin and Paris, receiving practical instruction in the practice of both medicine and surgery. Returning to the United States in 1889, he again located at Olympia, and through his extended experience and scientific knowledge he has acquired a very extensive practice.

Dr. Wyman is unmarried and is a member of no fraternal societies. He is a member of the Wayne County Medical Society of Detroit, Michigan, and the Thurston County Medical Society, and holds certificates from the State Board of Examiners of Minnesota, California and Washington.



TILGHMAN F. PATTON, one of the representative citizens of Pierce county, Washington, is a native of Kentucky, born four miles southeast of Flemingsburg, in Fleming county, September 16, 1826, his parents being Joseph and Mary Ann (Robbins) Patton. His grandfather Patton came from Ireland, and was an early settler in Bourbon county, Kentucky, and the father of our subject was born in Paris, that county. Mary Ann Patton was born in Maryland, of English descent. Her father, Roger Robbins, an English sea captain, was lost at sea, having sailed from Baltimore and nothing was ever heard from him.

T. F. Patton was only seven years old when his parents emigrated with their family to Sangamon county, Illinois, and located near Springfield. About two years later they went to Pike county, Missouri, settling near Louisiana, and there the mother died in 1835. Shortly after her death the father took his family back to Kentucky, and in Kentucky the subject of our sketch grew to manhood. In 1844 the Patton family again directed their course westward, this time to the Platte purchase, and settled in Platte county, Missouri. In 1846 T. F. Patton became a teamster in the employ of the United States Government, operating between Fort Leavenworth and Santa Fé. The following year he returned to his home, and in 1849 crossed the plains to California, leaving

St. Joseph, Missouri, May 3, and arriving at Sacramento about the middle of September. He mined near Shasta, in northern California a short time, and then he and three others made canoes and during the high water went down the river to Sacramento. He hired out there to drive a four-mule team, freighting to the Georgetown mines at \$200 per month, and followed that until the fall of 1850, when the cholera frightened him out. He next went to the Santa Clara valley, and began farming near Mountain View, where he remained until 1852. That year he went back to Missouri, the return trip being made in the old steamer Independence and by the Nicaragua route; and the practicability of a Nicaragua canal struck him forcibly at that time, so that he has ever since been an advocate of it.

May 1, 1853, Mr. Patton again started on the overland journey for California, this time being accompanied by his father and family. After a prosperous trip across the plains we again find him settled on his Santa Clara farm. In 1854, leaving his father on that place, he went to the Cosumne river in Amador county, and followed farming about three years, and was married while a resident there. He next went to Sonoma county, located near Healdsburg, and carried on farming operations there about three years. While residing near Healdsburg he had the misfortune to lose his wife, whose untimely death occurred in December, 1861. Their marriage was in March, 1855, her maiden name was Sarah McKinley, and she was a native of Missouri. Only one of their three children is now living,—James K., a resident of Jackson county, Oregon.

Mr. Patton lived on the Russian river until the spring of 1862, when he went to the mines of the John Day region, in eastern Oregon, remaining until the fall of 1864, his mining operations, however, being without success. It was about this time that he met some men from the Puget Sound district, who described this country in glowing terms, so he decided to leave the mines, come up here and make a settlement. He located a homestead of 160 acres between the present sites of Alderton and McMillan, in Pierce county, and has ever since resided here. He now owns 146 acres of land, of which ten acres are devoted to hop culture, in which business he has been engaged since 1880. He has an acre and a half in berries, and four in a variety of other fruits. He also raises hay and

vegetables and has some pasture land. A notable item of Mr. Patton's crop, however, is tobacco, because there is prospect of a good future for that article here. He began the raising of tobacco on his place as far back as 1875, and has made a crop of it every year since, sometimes having as much as three acres in tobacco. This product he has sent to Portland, from which it was shipped to San Francisco, where it commanded a good price. Besides what he has shipped away, he uses large quantities of tobacco in his cigar manufactory at home, he having a registered factory. He has made cigars ever since he began raising tobacco. A fact worthy of note here is that the Northern Pacific Railroad Company had some of his tobacco in its exhibit at the World's Fair.

April 2, 1885, Mr. Patton was again married, this time to Mrs. Sarah June, *nee* Flinton. She was born in Canada, and came to Washington the year previous to her marriage to Mr. Patton.

Mr. Patton has always affiliated with the Democratic party. Some time ago he held the office of Justice of the Peace for a period of five years, and in the fall of 1892 closed a two years' term in the same office. He was School Clerk of his district a number of years, and for eight or nine years was Road Supervisor. The whole aspect of the country has changed since he located at his present place of residence. There is no one now living nearer than Van Ogle who was here before him. Then the whole Puyallup region polled about thirty votes. There was no Tacoma then, and, indeed, only four stores in the county, these being located at Steilacoom.



DR. HAMILTON ALLAN, one of the representative members of the medical profession of the State of Washington, is a native of Ottawa, Canada. He was reared in his native city, and at the age of fourteen years began a course of study in the Ottawa Collegiate Institute, where he graduated in 1865, receiving the Brough gold medal for that year. He then accepted the position tendered him as teacher in the senior grammar school of Ottawa, and was thus employed until 1868, when he matriculated at McGill Medical College, Montreal. Here he remained four years, as required by that old-established and standard institution,

and when he graduated, in the class of 1872, received that coveted honor,—and the highest within the gift of the college faculty,—the Holmes gold medal.

The year following his graduation Dr. Allan went to Wisconsin and located at Oconto, where he remained in practice until 1886, when, in order to keep in touch with the rapid advancement and development of the sciences of medicine and surgery, he went abroad and spent two years in the hospitals of London, Edinburgh, Dublin, Paris and Berlin.

Upon his return to America Dr. Allan took up his abode at Tacoma, with which city he has since been identified. He holds the position of surgeon for the Northern Pacific Railroad Company, by appointment made in August, 1889. Although Dr. Allan's residence on this coast covers a period of only a few years, he has by his skill and thorough knowledge established an enviable reputation here.

He was married in 1875 to Miss Mary Leigh. Their only child, Leigh Allan, is a student of the Tacoma high school.



JD. GILLAM, a farmer of the Puyallup valley, is one of the representative men of his vicinity. He was born near Greenville, Bond county, Illinois, December 10, 1832. His father, T. H. Gillam, was a native of the Emerald Isle, and a carpenter and farmer by occupation. After coming to this country he moved about from place to place, seeking to better his condition, and the year after the birth of the subject of our sketch he left Greenville for Berlin City, Jefferson county, Illinois. He and his family were camped on the bank of the Sangamon river, in Sangamon county, on the night of the great meteoric storm of 1833. In 1840 he went to Iowa, where he lived on a farm for several years. There J. D. Gillam was employed in farm work until 1852, when he came West. Arriving in Milwaukee, Oregon, he spent the winter there, and in the spring went to Yreka, California. He was engaged in mining and teaming in California until 1862, when he went to Idaho, where the following fourteen years he gave his attention to mining and trading. In 1876 Mr. Gillam came to Washington and purchased sixty-three acres of land in the Puyallup valley. Here he settled down to

farming, giving special attention to hop raising, and in this industry has continued up to the present time.

Mr. Gillam was married in 1872 to Mrs. Letetia (Flett) Haines, daughter of John Flett, one of the oldest pioneers of Washington. Her father was identified with the early history of the Territory, and was particularly active in the Indian war of 1855 and 1856.



F W. BONNEY, a native of Washington, has been identified with the farming interests of Pierce county all his life. His father, Sherwood S. Bonney, was one of the earliest pioneers of Washington, having come across the plains with ox teams and settled here when Washington and Oregon were one Territory. He participated in all of the Indian wars of this part of the country.

F. W. Bonney was born February 8, 1864, near the present town of Sumner, and was reared on his father's farm. He has been engaged in farming and stock-raising ever since he was old enough to work, with the exception of the time when he was away at school. He attended school two years at Seattle, Washington, and one year at Monmouth, Oregon. He is the owner of 100 acres of land, the greater part of which is used for grazing purposes. He also gives considerable attention to the raising of small fruit.

December 17, 1884, Mr. Bonney married Lucy A. Baker. Their family is composed of three sons and one daughter. Mrs. Bonney, a native of Indiana, came to Washington with her father, William H. Baker, making the journey via the Isthmus of Panama, he being one of the pioneers of this State.



S COTT SWETLAND, Receiver in the United States land office of Vancouver, was born in Cedar county, Iowa, October 4, 1859, the only living child of Charles and Eliza (Morgan) Swetland, the former a native of Vermont and the latter of Virginia. The maternal ancestry dates back to the early Colonial days of Virginia, and on the father's side the family were among the early and influential

families of Vermont, and were participants in the war of 1812. Charles Swetland removed to Iowa in 1842, where he remained until his death, in 1869. The mother survived him until 1890, when she, too, passed away, and was laid to rest at Ellensburg, Washington.

Scott Swetland, the subject of this sketch, completed his education in San Francisco, California, where he engaged in the photography business, and for several years was connected with the well-known studio of Dames. He located in Vancouver, Washington, in 1880, where he was engaged in the mercantile business for a time, but subsequently became connected with steamboating on the Columbia river. In 1890 he was appointed Receiver in the United States land office, and took charge of the office January 3, of that year. Mr. Swetland owns a prune orchard of thirty acres, located four miles east of Vancouver, and is a stockholder in the First National Bank of this city.

He was married April 14, 1884. In his political relations, Mr. Swetland affiliates with the Republican party, and socially, is a member of the I. O. O. F.



T HOMAS M. GATCH, President of the State University of Washington, was born in Clermont county, Ohio, January 29, 1833. His grandfather, Philip Gatch, was born near Baltimore, Maryland, in 1751, removed to Ohio in 1798, joined the Ohio Conference, and continued an active member of the same until 1835. He was the first native American to enter the ministry of the Methodist Episcopal Church, and was also a member and took an active part in the convention which framed the first constitution of Ohio. General Thomas Gatch, the father of our subject, was married in Ohio, to Miss Lucinda McCormick, a native of that State, and a granddaughter of Francis McCormick, who served as Chaplain in General Washington's army during the Revolutionary war and was present at the surrender of Lord Cornwallis. Mr. McCormick subsequently settled in Ohio, became an active member in the Ohio Methodist Conference, and took a prominent part in forming the history of the young State. General Gatch was a farmer by occupation, and his title was acquired from the State militia.

He was an earnest supporter of Whig politics, a great admirer of Henry Clay and protection, and served several terms in the State Legislature.

Thomas M., the subject of this sketch, was educated in the Ohio Wesleyan University, of Greencastle, Indiana, graduating thereat in 1855, with the degree of A. B., and subsequently received the degree of Ph. D. from DePauw University, at Greencastle, Indiana. After spending a few months at the Lane Theological Seminary, at Cincinnati, Ohio, he emigrated to California, by way of the Panama route, in the year 1856, landing at San Francisco. Mr. Gatch then proceeded to the mines of Tuolumne county, but soon decided that mining was too laborious, for him and that teaching was more in accordance with his taste and training, and he accepted the proffered chair of mathematics and natural science at the University of the Pacific, at Santa Clara. One year later he was appointed Principal of the public schools at Santa Cruz for one year, was then married, resumed his old position at Santa Clara until the summer of 1859, when he removed to Olympia, Washington, as Principal of the Puget Sound Wesleyan Institute. While there Mr. Gatch was elected to the chair of ancient languages and moral science of Willamette University, at Salem, Oregon, entering upon his duties in the autumn of 1860; in the following December was elected President of the University, but resigned his position in August, 1865. The following year was spent in California, and in 1866 he came to Portland, Oregon, as Principal of the Portland Academy; from 1870 to 1880 was President of the Willamette University. He was a member of the State Board of Education from its first organization till he left the State. In 1877 he was elected Mayor of Salem, and re-elected in 1879. While in that city our subject was elected President of the State University of Oregon, located at Eugene, which he declined, but subsequently accepted the Professorship of history and English literature in that institution, which he taught until January, 1881. Mr. Gatch was then solicited to take charge as Principal of the Wasco Independent Academy, at The Dalles, remaining there until 1886, and in that year made a trip to Europe, visiting England, Scotland, Belgium, Switzerland, France and Germany, spending considerable time amid the homes and haunts of the literary men and poets of the

north of England and Scotland. Returning to The Dalles, Mr. Gatch continued his instruction until June, 1887, when he was elected President of the Territorial University of Washington.

When Prof. Gatch became President, the pupils enrolled numbered 168, but the institution grew in strength and efficiency until during the year of 1890-'91 the enrollment numbered 313. In 1891 the preparatory department was abolished, although they continue a sub-freshman class, and the university is now recognized as an institution of high order, and in rank with the colleges of the country.

Prof. Gatch was married in Santa Cruz, in 1858, to Miss Orytha Bennett, a daughter of S. F. Bennett, who arrived in California soon after the discovery of gold, and was employed at Sutter's mill. Our subject and wife have had five children, three now living, viz.: Claud, the present Mayor of Salem, Oregon; Claire, librarian and teacher in art in the State University of Washington; and Grace, a graduate of 1893. Socially, the Professor affiliates with the F. & A. M. and the I. O. O. F. He has served as Grand Master of the Grand Lodge, and Grand Patriarch of the Grand Encampment, I. O. O. F., of Oregon. In Masonry, he is Secretary of St. John's Lodge, No. 9, and being of the thirty-second degree of the Scottish Rite of Freemasonry, he is Secretary of Washington Lodge of Perfection, No. 1, and Washington Chapter, No. 1, Knights of Rose Croix. He is also Recorder of Washington Preceptory, No. 1, Knights Kadosh, and Registrar of Lawson Consistory, No. 1, A. & A. S. R.



FRANCIS E. MELOY, County Surveyor of Lewis county, was born in Multnomah county, Oregon, February 6, 1854, a son of Nathan H. and Mary W. (Goodell) Meloy, natives of Pennsylvania and Canada, respectively. The father crossed the plains with the tide of emigration in 1851, locating in Multnomah county, Oregon, where he died in 1862. In the same year Mrs. Meloy came with her children to Lewis county, Washington, where she still resides.

Francis E. Meloy, the second in a family of six children, received his education in the public schools, and was early inured to the hardships

of the farm life. He was reared in the family of Henry M. Sterns, a prominent farmer and surveyor. Through practical experience with that gentleman, Mr. Meloy gained his knowledge of his profession, although he made a theoretical study of civil engineering a specialty, but theory and practical experience combined make perfect. He has followed his profession continuously since that time, with the exception of a brief period devoted to agricultural pursuits on his own account. This venture, however, proved unsuccessful from a financial standpoint, and he again resumed surveying. Since 1888 Mr. Meloy has served as County Surveyor of Lewis county.

November 28, 1880, he was united in marriage with Miss Helen M. Fay, a native of Illinois. They have three children: Ernest M., Millard E. and Leona F.

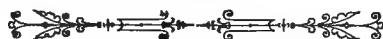
In political matters, Mr. Meloy is an active Republican, and is now a member of the City Council. He is identified with the Chehalis Title, Abstract & Guaranty Company, and a stockholder in the Washington Mining & Development Company, which was organized in 1892. Socially, he affiliates with the I. O. O. F., Ridgely Lodge, No. 20, and holds a membership in Wildy Encampment, No. 9. He has passed all the official chairs in the subordinate lodge, and has been a member of the State Grand Lodge. Mr. Meloy has always kept abreast of the times, and is ever ready to aid and encourage public enterprises, especially those which have for their object the progress and development of the city and county.

HON. J. M. PICKENS, City Justice of Chehalis, was born in Pike county, Missouri, August 26, 1851, a son of James A. and Hetten (Jordan) Pickens, natives also of Missouri, and both are descendants of early and influential families of that State. The paternal family removed from South Carolina to Missouri, and the Jordans were also a well-known family of the South. John R. Jordan, grandfather of our subject, participated in the war of 1812, and was also a member of Daniel Boone's company during the famous Black Hawk Indian war.

J. M. Pickens, his parents' only child, lost his father by death in 1851, and the mother then

removed to Jacksonville, Illinois, where he attended the public schools. He also graduated at the Illinois College with the class of 1870. Having read law by himself for two years during his collegiate course, he entered the law office of Cyrus Epler, now Circuit Judge of Morgan county. His studies were completed in the office of Epler & Callan, eminent practitioners of Jacksonville, and was duly admitted to the bar in 1874. Mr. Pickens practiced law in the city of Jacksonville until 1877, and then followed his profession about eleven years in southeastern Missouri. During his residence there he was elected to the office of Prosecuting Attorney three successive terms, of two years each. He then took up a pre-emption claim on McNeil island, but since March, 1889, has made his home in Chehalis, Washington, where he is now among the leading attorneys.

Judge Pickens was married in Missouri, July 4, 1888, to Miss Frances J. Farris, a native of that State. They have four children: Lucian A., Helen C., Horace Lee and Ray Farris. One son, John S., died in 1893. In political matters the Judge is a staunch and active Democrat. He was elected to the position of Supreme Judge in 1892, and was the nominee for the same office at the fall election, but met with defeat. Socially, he has passed the official chairs in the A. O. U. W., and has also been a delegate to the Grand Lodge.



HENRY S. ELLIOTT, City Attorney of Chehalis, Lewis county, Washington, was born in South Carolina, March 26, 1858, a son of General Stephen and Charlotte (Stewart) Elliott, natives also of South Carolina. The father served with distinction in the Confederate army during the war of the Rebellion. He departed this life in 1866, and the mother survived him one year.

Henry S. Elliott, the second in a family of three children, was reared in the city of Washington, District of Columbia, where he received his education under private tutors until prepared for a collegiate course. He graduated at the Columbian College with the class of 1877, and his professional studies were completed in 1880. In that year Mr. Elliott was admitted to practice in the courts of South Carolina. Two years later he removed to Johnson county, Wy-

oming, and in 1891 came to Chehalis, Lewis county, Washington. While a resident of Johnson county, in 1839, he was a member of the Wyoming Constitutional Convention, and also served one term as Prosecuting Attorney of that county. He takes an active interest in political matters, and is a staunch advocate of Democracy. Socially, Mr. Elliott affiliates with the F. & A. M., and is Past Chancellor of the K. of P.

In Wyoming, in 1885, he was united in marriage with Miss Helen Elkhart, a native of Ohio. They have three children. Henry, Clarence and John.



JAMES R. WOOD, one of the argonauts of California, a Washington pioneer of 1851, and a resident of Olympia, dates his birth in Husteds, Dutchess county, New York, in 1825. His parents, Isaac and Catherine (Babcock) Wood, were natives of the same State.

Isaac Wood was a mechanic. He followed the trade of wheelright at Husteds, but, after removing to Springfield, in 1826, engaged in the manufacture of barrels, and also learned the business of brewing. In 1841 he moved to Utica, Michigan, where he continued as a cooper until 1847, and whence he removed to Southport, Wisconsin.

James R. remained with his parents, and assisted his father in the shop until 1847, when he was married at Utica, Michigan, to Miss Delia Smith. He then removed to Spring Prairie, and subsequently to Southport, Wisconsin, engaged in the cooper business at both places. In April, 1849, he and his father started with an ox team for California, traveling through Utah and Arizona, and entering the Golden State by the southern route. From Los Angeles they directed their course to San Francisco, where they arrived in March, 1850. Proceeding to the mines on the American river, they worked through the summer, making fair wages, and in the fall the senior Mr. Wood returned to Wisconsin. The following spring, accompanied by his two sons, John and Rolland, he crossed the plains to Washington, being joined at Olympia by James R. Near the corner of Fifth and Columbus streets they built a cooper shop, which still stands, and for two years were engaged in the manufacture of fish barrels. Then

they turned their attention to the carpenter's trade and worked at it until 1861, when James and his father built a brewery on the corner of Fifth and Columbus streets, and began the manufacture of beer. This business was continued by the subject of our sketch until 1881, when he rented the brewery. Since that date he has worked at the carpenter's trade.

Having lost his wife in Wisconsin, in 1849, Mr. Wood was married at Olympia, in 1859, to Maria B. Yantis, a native of Kentucky. They have two children, Oscar I. and Francis A.

*During the Indian troubles of 1855, Mr. Wood served three months in Company B, under Captain Hayes, and, re-enlisting, was six months in Company B, Washington Volunteers, the last two months of service being detailed as Commissary Sergeant. He took an active part in the early organization of Olympia, having served as City Treasurer and as Secretary of Fire Company No. 1. Of late years, however, he has neither sought nor desired public office.



GEORGE S. ARMSTRONG, M. D., Secretary of the State Board of Health, and a practitioner of Olympia, Washington, was born in Grey county, Ontario, Canada, in 1858.

His father, John W. Armstrong, was a native of Ireland, received a classical education at New Ross and Kilkenny, and immigrated with his parents to Ontario in the early settlement of that country. He subsequently married Miss Elizabeth J. Wilson, a native of county Fermanagh, Ireland, and settled in Grey county. In 1858 he was appointed Clerk of the Division Court, succeeding his father, who had served eleven years, and Mr. Armstrong is the present incumbent of that office, after thirty-seven years of continuous service.

George S. was the first-born in a family of twelve children. His preliminary education was obtained in the public schools. Then he entered the Methodist Collegiate Institute at Dundas, Ontario, and, subsequently, took a finishing course at the Hamilton Collegiate Institute. In 1875 he began the study of medicine at the Trinity Medical College, at Toronto, and graduated in the University of Toronto, in 1879, with the degree of M.D. He commenced practice in one of the country villages of Ontario, where

he continued successfully up to 1883. He was then employed as surgeon of the Canadian Pacific railroad and was stationed at McKay's harbor, on the north shore of Lake Superior, in charge of the railroad hospital, the duties of which office he discharged until January, 1886, when he went to Europe to take the British examination, in view of accepting a professorship at the Toronto University. He was examined and passed the L. R. C. of Physicians in London, the L. R. C. of Physicians and of the Surgeons in Edinburgh, and the Faculty of Physicians and Surgeons in Glasgow. On returning to Ontario to in 1877, his plans were changed and he came to the United States, locating at Minneapolis, Minnesota, and engaging in a general practice, also accepting a professorship on the practice of medicine in the College of Physicians and Surgeons of that city.

In March, 1889, Dr. Armstrong came to Olympia, where he has since continued the practice of his profession, and also performs special work in surgery and diseases of the eye. With the establishing of the State Board of Health by Governor Ferry, Dr. Armstrong was appointed a member of that Board, and by the Board was elected its first President. Subsequently, by the resignation of the secretary, he was elected to fill the vacancy, and is still the incumbent of that office. He is also Vice-President of the Medical Society of the State of Washington. He is Senior Warden of Olympia Lodge, No. 1, F. and A. M., Surgeon for the Forester's lodge, Secretary of the Board of Pension Examiners, Surgeon for the Northern Pacific and Port Townsend and Southern railroads, and Coroner for Thurston county.

Dr. Armstrong was married at Belleville, Ontario, in 1884, to Miss Ina Maud Lazier, a native of Ontario. She is a lineal descendant of the Huguenots, and her ancestors have long been residents of Ontario.



EDWARD T. YOUNG, president of the Olympia Light & Power Company, Olympia, Washington, was born in Greenwich, England, December 17, 1846. In 1855 his parents emigrated to the United States, but subsequently settled at New Castle, Ontario, where Edward T. secured a common-school education. After which he attended Friends

Seminary at Pictou, Prince Edward Island, one year, and at the age of thirteen years began self-support, and entered upon an apprenticeship of several years to the trade of carpenter and joiner and general builder.

In 1863 he came west to California, where he followed his trade until 1869. That year he moved to Olympia, Washington Territory, and engaged in contracting and building, which he continued until 1872. Then he went to Tacoma and built several residences in old town, and the first house erected in new town was under his superintendency. He also helped raise the bell upon the old stump in old town, this being the first church bell in Pierce county. Returning to Olympia in the spring of 1873, he entered into partnership with John Brown and established the New England bakery and restaurant, which they conducted until February, 1874, when it became necessary, owing to their large trade, to have increased facilities, and they rented the old Tacoma hotel, on the corner of Second and Main streets, and conducted a general hotel business up to 1876. At that time the firm dissolved, and Mr. Young continued to operate the house alone. In 1878 he purchased the property, made the necessary improvements, changed the name to Young's Hotel, and remained as its genial host until 1882, when he leased the property.

Mr. Young then made an extended trip through the eastern States and Canada, returning via Washington, District of Columbia, where he had particular business with the Government, in securing the order of opening to settlement a strip of land, fifteen miles wide and sixty miles long, across the entire reservation of Chief Moses. His efforts were also instrumental in opening the entire reservation to the public. This led to the creation of Okanogan county from Stevens county, of which it was formerly a part. The incentive which led Mr. Young to engage in this work was the valuable silver quartz mines in which he and others had been interested before the reservation was located. Mr. Young is president of the Eagle Mining Company at Mount Chopaca, and the Smilkineen mining district in Okanogan county.

Returning to Olympia in February, 1884, he resumed his hotel interests, the management of which he has continued to the present time, though lately his hotel has been conducted upon the European plan. In 1890 Mr. Young bought

the Middle Falls at Tumwater from the estate of Mr. Crosby, the original proprietor, and organized the Capital Electric Light Company, which, later, was incorporated as the Olympia Light & Power Company. He then contracted with the Edison Electric Company for the installment of a central station at Olympia, and thus established the first lighting station ever operated by electric motor. In July, 1891, they consolidated with the Olympic Gas & Electric Light Company, retaining the old name, and Mr. Young was elected president, to the duties of which office he devotes a large amount of time.

He was married in Olympia, in 1876, to Miss Josephine, daughter of Isaac Dofflemeyer, a pioneer of 1849. They have had seven children: Edna Mabel (deceased), Edward A., Volney C. F., William C., Eugene S., Edith V. and Donald McTavish.

Mr. Young is Past Grand of Encampment No. 1, I. O. O. F., Past Chief Patriarch and Past Grand Representative. He has been largely engaged in real-estate dealings, and resides in Young's addition on the west side, where he has extensive interests. He has served ten years as Mayor and member of the City Council of Olympia, and in 1887 was appointed Requisition Agent of the Territory of Washington by Eugene Semple, Territorial Governor. Mr. Young is one of the broad-minded men of Olympia, thoroughly enlisted in the development of his adopted city, and ever ready with financial support to stimulate her growing institutions.



I SAAC W. ANDERSON, manager of the Tacoma Land Company, one of the principal promoters of the interests of Tacoma, and a representative citizen of the State of Washington, was born in Montgomery county, Pennsylvania, February 17, 1856. His parents were Dr. Isaac W. and Martha Y. (Crawford) Anderson. He was reared and educated in the East and came to Washington in September, 1877, taking a clerkship in the office of the General Superintendent of the Northern Pacific Railroad. He subsequently engaged in steamboating on the Sound for one year, after which he devoted his attention to the development and operation of lime kilns in the Puy-

allup valley. In 1882 he assumed the management of the Tacoma Land Company, and has since that time directed the extensive operations of that corporation.

Mr. Anderson has figured as one of the principal promoters and founders of all the manufacturing institutions and other industries which have made the Tacoma of to-day possible, and of her large financial institutions was one of the organizers of the Fidelity Trust Company and of the Tacoma National Bank, he being a director of the latter. He was President of the Chamber of Commerce in 1889 and 1890. Much could be said of Mr. Anderson's connection with the growth of Tacoma; less could not be said, in justice to history. His impress on the annals of the city is indelibly made.



DR. T. H. MERRILL, prominent among the representatives of the medical profession, who have associated themselves with the fortunes of Tacoma, Washington, is a native of New England, born in Harmony, Maine, January 8, 1841. His parents were James and Sophronia (Hurd) Merrill, the latter of whom died when the subject of this sketch was but ten years of age. Two years later the family removed to Pittsfield, Maine, where the early life of young Merrill was passed, his education being begun in the common schools and continued in the high school of that city. He later attended the Bloomfield Academy, and, when seventeen years of age began to teach, but subsequently relinquished this occupation to resume the prosecution of his own studies. This time he entered the State Seminary of Maine, now Bates College, at which he remained two years and a half. At the end of this time he was offered the position of Principal of the Parkman (Maine) Institute, which he accepted, and efficiently discharged the duties incumbent on him for one year.

In the meantime, however, he had, after much consideration, decided to adopt medicine as a profession, and consequently resigned his position as Principal to begin his new studies under the supervision of Dr. J. C. Manson, of Pittsfield, Maine. When sufficiently advanced in his reading he began to attend lectures at the Kentucky School of Medicine, in Louisville,

and on completion of his studies at that institution entered on the practice of his profession in the Blue Grass State.

His favorite occupation was interrupted by the exigencies of the war, which respects neither inclinations nor the persons who entertain them. During the years 1863-'64 Dr. Merrill was Private Secretary to the Quartermaster in charge of the Union troops at Bowling Green and Munfordville, Kentucky. Later, however, he returned to his native State of Maine and entered into the practice of medicine in Penobscot county. He was here chosen as Superintendent of Public Instruction, in which he took great interest, and was also appointed by the Governor of the State a Justice of the Peace and Quorum. He was chosen chairman of the District Republican Convention. Some time afterward, he determined to further pursue his studies, with a view to familiarizing himself with the latest advancements in the science of medicine, and accordingly went to New York city, where he entered Bellevue College, at which he graduated in 1872. Frequently since then he has visited this celebrated institution of learning, to there review the rapid advancement of this science.

On leaving Bellevue College, he resumed the practice of medicine at Foxcroft, Maine, where the calls on his profession extended his labors over a large field of constantly increasing patronage. After seventeen years of constant devotion to his practice here, he came, in 1889, to Washington, then a Territory, his main object being to obtain needed rest and incidentally to establish his son, F. G. Merrill, in the profession of law at Tacoma. He had fully intended to rest from labor for a year, but his naturally energetic and ambitious disposition soon rebelled against this prolonged period of retirement from active pursuits, and accordingly, in October, 1889, he began medical practice in Tacoma. Attracted by the charms of the city and country, and encouraged by his renewed health and the results of his labors, he has uninterruptedly continued in the practice of his profession ever since. His extensive experience and careful preparation in his chosen calling has naturally gained for him front rank in his profession, as is well attested by the fact that he has just been appointed Professor of the principles and practice of surgery in the Tacoma College of Dental Surgery, where a full course of medical in-

struction is given. Always interested in the advancement of the welfare of his fellow men, the Doctor has become closely identified with the best movements of his chosen city, and has contributed by his knowledge and energy to place her among the first in the Northwest.

In 1863 Dr. Merrill was married to Miss Susan C. Walker, a worthy lady, a native of Abbot, Maine, and they have five children.

Fraternally, the Doctor belongs to the Tacoma Lodge, No. 22, F. and A. M., and to the chapter of the same order.

Essentially a self-made man, having pushed his way unaided through college and to success in his profession, he possesses all the attributes necessary for the unbuilding of cities and commonwealths, and has evinced his ability in this line by his services in Tacoma, Washington.



THOMAS OLIVER, one of the substantial citizens of Cowlitz county, Washington, was born near the St. John's river, in New Brunswick, September 1, 1843, his parents being John and Elizabeth (McCorcondale) Oliver, both of whom were of Scotch origin, the mother having been a native of Glasgow. Thomas was the sixth born in their family of thirteen children. He spent his boyhood days in the vicinity of his birthplace, being employed at logging and in similar occupations. When he was eighteen years old he went to Princeton, Maine, and in 1866 came to the Pacific coast, locating in California. He remained one month in Solano county, then went to Mendocino county, where he was engaged in lumbering until January, 1870, and from there he came north. On the 3d of the following February he arrived in Cowlitz county, Washington. Two weeks later he went to Columbia county, Oregon, where he remained until 1874. In June of that year he went to San Francisco, from whence he returned to his childhood home in New Brunswick, on a visit. In October he came back to the Pacific coast, this time proceeding to Humboldt county, California, where he remained something like a year. Eventually, he came again to Cowlitz county, Washington, arriving December 7, 1876. Here he now has a fine farm on the Lewis river, lying about two miles northeast of Woodland, comprising in all about

100 acres of land, of which seventy acres are under cultivation. He has twenty acres in hops, and has done much for the development of that industry in this county. On a hillside slope of his ranch he has five acres in winter apples, besides a family orchard, containing a general variety of fruit trees.

Mr. Oliver was married May 22, 1875, to Miss Harriet W. Tinnins, of New Brunswick; a cultured and intelligent lady, who has been of great assistance to him in his successful career. They have five children, Inez, Judson, Lewis, Walter and Pearl.

Mr. Oliver is a member of the Masonic order, having affiliated therewith in Maine. In politics, he is a Republican. He takes a commendable interest in the advancement of education, and has served two terms as Director of district No. 28.



HON. D. W. PIERCE has been a conspicuous figure both in the commerce and politics of Klickitat county since 1850, and it is with much pleasure that some recognition of his worth is made in this connection. The senior member of the firm of D. W. Pierce & Son, he has been a prominent factor in pushing the lumber resources of the State to the front, and has established one of the most important industries of the county. The present firm succeeded Pierce's Mill Company in 1888. They own 1,600 acres of pine timber land in Klickitat county, the manufactured product of which compares favorably with the hard pine of the East. They have erected a mill on this tract, twelve and a half miles from Goldendale, and their finished lumber finds a ready market over a wide section of country. Pierce Brothers & Company, a related business firm, own and operate an extensive plant for the manufacture of sash, doors, blinds and fine interior house-finishings. They have a large local patronage, and have supplied the finishing material for many of the best houses in The Dalles, Oregon. This establishment is fitted up with the most approved machinery in every department. The two firms mentioned employ from twenty-five to thirty men directly, while many others gain their livelihood in furnishing raw material for manufacture.

D. W. Pierce is a native of the State of Vermont, born in the town of Danville, Caledonia

county, August 31, 1835, a son of Daniel and Lucy (Edson) Pierce. Daniel Pierce was born in the town of Derby, Vermont, his parents being natives of St. Johnsbury, Caledonia county, Vermont, and members of old and influential families of New England. Lucy Edson was born in Randolph, Vermont, her father being a native of the same town, and a descendant of honorable ancestors. The family removed to Derby, Orleans county, Vermont, when our subject was a mere lad, and there he received his education. He learned the cabinet-maker's trade with his father, and after a few years became a carpenter and contractor. In 1856, he left his old New England home and went to Waterloo, Jefferson county, Wisconsin, where he remained one year. In the spring of 1857 he went to Leavenworth, Kansas, and there cast his first vote for the Topeka constitution. Leaving Kansas, his next abiding place was in Richardson county, Nebraska, where he resided near the town of Salem for seven years. The twelve years following this period were spent in Pennsylvania, at Renova, Clinton county; there he was in the employ of the Pennsylvania Railway Company, and was also extensively engaged in contracting and building. Going from this place to Philadelphia he formed a partnership with John B. Given, and conducted a lumber commission business at 218½ Walnut street, until he came to the Pacific coast.

After his arrival here he spent a few months in the Willamette valley, and then located at Goldendale, Klickitat county, Washington. During the first two years of his residence here he was engaged in building, and then entered into partnership with his brother, Edgar, this firm being succeeded by that of D. W. Pierce & Son. Later on Mr. Pierce became interested with his brother, Charles L., in the planing-mill and manufacturing business, the firm name being Pierce Brothers & Company.

Mr. Pierce was married in the town of Derby, Vermont, April 14, 1856, to Miss Belinda Laythe, of Salem, Vermont. Mrs. Pierce is the daughter of Orrin and Thankful (Elliott) Laythe, descendants of Vermont pioneers. Mr. and Mrs. Pierce are the parents of six living children: Ella D., wife of Carlton Roe of San Francisco; Daniel William; Lizzie B., wife of C. C. Alvord of Goldendale; George E., Edson E. and Ruth M.

Since the organization of the Republican party, Mr. Pierce has given that body his

allegiance. He has taken time from his private business affairs to attend the Territorial and State conventions as a delegate from the Republican party. In 1890 he was the Republican candidate for State Senator, and failed of election by only four votes. In 1892 he was on the ticket for Representative from Klickitat county, and was successful in the race. He served in the ensuing session as chairman of the committees on revenue and taxation, roads and highways, labor and labor statistics and the Agricultural College. He was on the special committee to visit the Soldiers' Home at Orting. He is a member of the Goldendale lodge, No. 31, F. and A. M., and of Baker Post No. 20, G. A. R., department of Washington and Alaska. He enlisted in the service of the Union in 1863, joining Company L, Second Nebraska Cavalry. He was in the Northwest in General Sully's expedition against the Sioux Indians, and at the close of the campaign was honorably discharged at Falls City, Richardson county, Nebraska.

As is suggested by this outline of Mr. Pierce's career, he is a man of great energy and force of character, possessing much more than ordinary executive ability. And to men of this type is due the credit of the development of the great State of Washington.



CONRAD AUER is a native of Switzerland, and was born in canton Schaffhausen, town of Unterhallen, on May 30, 1842. His parents were Adam and Marguerite (Rupli) Auer; the former a carpenter and contractor by trade. The subject of this sketch was reared in his native place, and received his education in the common schools and later at the high school, completing his education at the age of seventeen. Meantime he had learned the carpenter's trade with his father. He then traveled for some years in Switzerland, France, Germany and all over that portion of Europe. He spent the last half year at Bremen, and sailed from there in 1865 and landed in New York, after a voyage of forty-five days in a sailing vessel. He located in Washington city, and remained there for two years. He was married there and then went to Wisconsin and located at Alma, Buffalo county, where he lived for four years, working

at his trade in partnership with his brother, George Auer, who still lives there. It was here that his wife died, and after a trip to Washington city to see her relatives, he went from there to San Francisco, where he remained only a few months and went to Portland, Oregon. He worked there for two years for a Mr. Torkelson, and then came to Washington and located on a homestead about four miles from La Center, in Clarke county. It was in the woods, and he had to cut away the trees before he could build his house. He lived there six years and then sold the property and removed to his present location, two miles from La Center, where he has ninety-five acres, of which about thirty acres are cleared. Mr. Auer began planting prunes from stock which he bought in Vancouver, and now has fifteen acres in mostly Italian prunes. In 1886 he put in a distillery and began making brandy from prunes, and it may be said that he was the first one in Clarke county to embark in that business.

Mr. Auer was first married in Washington city, in June, 1869, to Miss Louisa Zimmerman, a native of Switzerland. She died in 1871, leaving one child, Alfred, who also died when three months old. He was married in 1872, in Portland, Oregon, to his present wife, who was a Miss Annie Barbara Wencker, a native of the same town in Switzerland in which Mr. Auer was born. They have had seven children, of whom six are now living, viz.: Delia, Alma, Marguerite, who died at the age of twelve, Myrtle, George A., Marisca and Ollie.

Mr. Auer is an esteemed and honored citizen of Clarke county, and has held the office of School Director for five years, and also Road Supervisor.



SAMUEL F. STREET was born in Gallipolis, Ohio, June 21, 1844. His parents were Jacob and Rebecca (Cherington) Street; the former was a native of England, and was one of Ohio's earliest settlers. Samuel F. was reared in his native place until he had reached the age of sixteen, receiving his education at the common schools of Gallia county. In 1860 he removed to Keokuk county, Iowa, where he attended school for two years. In July, 1862, he enlisted at Oskaloosa, Iowa, in the Thirty-third Iowa Infantry, and was attached to Company F. He served for three years

during which time he was in some of the most distinctive engagements of the war, and was sent on the most hazardous expeditions. He entered service as a private, and was mustered out with the rank of Orderly Sergeant. After the war he returned to Iowa and entered the Mt. Pleasant college, after which he taught school in Keokuk and Blackhawk counties. In 1868 he removed to Pontiac, Michigan, where he engaged in the book and stationery business, which he conducted until 1885, when he went to Kansas, but remaining only one year, came to Seattle, where he arrived on Christmas day in 1887. On his arrival at Seattle he secured the position of manager for Griffith Davies, a book and stationery dealer, and remained with him until the great fire burned out the store and business. He then went into business for himself, but sold it in 1892, and accepted his present position.

Mr. Street was married in November, 1868, to Miss Maria C. Bristol, of Michigan, who died in 1873, leaving one child, Homer B. He was again married in November, 1875, to Miss Maude S. McAlpine, of Canada. They have six children, viz.: Guy M., Bessie M., Florence M., Alice M., Samuel F., and Winifred M.

Mr. Street is a member of St. John's lodge, Free and Accepted Masons, Seattle; also of the Knights of Pythias, Bridge City Lodge, No. 69, Michigan. He has been a member of the Stevens' Post No. 1, G. A. R. since 1888, and has been twice its Commander. He has been a useful and prominent citizen in whatever community he has resided, having been a member of various city councils in Michigan and Kansas, and was City Clerk in Iowa when only twenty-one years of age. His management of the Washington Soldiers' Home, at Orting, has been such as to make it one of the model institutions of its kind.



ADDISON A. LINDSLEY, a prominent citizen of Olympia, Washington, dates his birth at Waukesha, Wisconsin, December 16, 1848.

His father, Rev. Aaron L. Lindsley, D. D., L. L. D., was a native of Troy, New York, descended from English ancestry that emigrated to the New World about 1620, to escape religious persecution. The family subsequently lo-

cated at Morriston, New Jersey, and took an active part in the Revolutionary war. Afterward they removed to Milton, New York, and followed milling and agricultural pursuits. The mother of our subject, Julia (West) Lindsley, was also of English ancestry, but of later emigration. Her family settled in New York city, where they were engaged in newspaper publication. Aaron L. Lindsley was educated for the ministry in New York State, and after his marriage in 1846, went to the Wisconsin frontier as a missionary of the Presbyterian Board. While there he performed very laborious service, laying foundations for educational and religious institutions. In 1852 he returned to New York and accepted an important pastorate at South Salem, Westchester county, where he remained until 1868. That year he removed to Portland, Oregon, as pastor-elect of the First Presbyterian Church; and during his pastorate of nearly twenty years he founded many churches in the Northwest, and inaugurated evangelical missions in Alaska. In 1886 he removed to San Francisco, where he accepted a position as Professor of Practical Theology in the Presbyterian Seminary. His death in 1891 was the result of an accident while driving. His wife and seven children survive him.

Addison A. Lindsley received his preparatory education in private schools in the East. In 1868 he came to Portland with his father, making the trip from Laramie City, Nebraska, by the overland stage line to California, thence by rail and stage to Portland. He continued his studies under a private tutor until 1869, when he entered the senior class at the Pacific University, and graduated in 1870. He was then employed by the Northern Pacific Railroad Company, in preliminary surveys between Portland and Olympia; in 1871 was through eastern Washington and Idaho, continuing in the service of the company until 1873, when the road to Tacoma was completed. He next engaged in Government surveys. In 1874 he went to San Francisco, accepted a clerkship in a large establishment, and was connected with it until 1877, when he engaged in business as importer and dealer in foreign and domestic coal. In the fall of 1879 he was elected Surveyor of San Francisco county and city, and filled the office two years. In January, 1882, he came to Washington and located in Clarke county, and, with his brother, George L., purchased 1,500 acres of land at the mouth of the Lewis river, engaging

in the stock and dairy business. They put up the first steam dairy machinery in Clarke county, their dairy numbering an average of eighty-five cows.

In 1884 Mr. Lindsley was elected to the Territorial Legislature, and in 1889 to the Constitutional Convention, which convened at Olympia July 4, and continued in session forty-nine days. After the first State election, held October 1, 1889, he was elected Treasurer of the new State. He is a member of the State Fish Commission, Mining Bureau, and by virtue of his office, by special act of the Legislature, is Fiscal Agent of the State.



W B. SPENCER, one of the enterprising young business men of Seattle, Washington, was born in Boone county, Iowa, in 1856.

William A. Spencer, his father, was a native of Kingston, Ontario, and at the age of sixteen years went to Ohio to join his uncle, with whom he learned the trade of cabinet-maker. He was married in Utica, Ohio, to Miss Anna C. Burriss, and about 1855 removed to Iowa. On account of the Indian depredations on the frontier, he returned to Ohio in 1857, and there followed his trade for ten years. In 1867, he settled in Missouri, where he followed agricultural pursuits until 1882. That year he went to southern California, and located near Los Angeles, at which point he and his sons own about 1,000 acres of land and are engaged in fruit, nut and grain farming.

The subject of our sketch remained with his parents until he was fifteen years of age, receiving only limited educational advantages. In 1871 he went to his father's old home in Ontario, and there learned the trade of machinist and also the science of telegraphy. In 1875, returning to his parents in Missouri, he was employed as telegraph operator at stations on the line of the Missouri, Kansas & Texas Railroad, acting as relief to agents at various points along the line. In 1878 he was employed by the Santa Fe Railroad Company, as operator and dispatcher at Topeka, Emporia, Newton, Canon City and Alamosa, at the last named place filling the important position of station agent, employing about thirty hands. In 1880 he went to Gunnison, Colorado, and engaged in

the book and stationery business, and was appointed Postmaster. While there he was instrumental in connecting Gunnison with the mountain towns by the telephone system.

In 1882, Mr. Spencer came to Seattle and purchased a farm of 160 acres on the Nooksack river, and engaged in vegetable farming and the stock business. In 1883, he was employed by the Northern Pacific Railroad Company at Tacoma, but a few months later came to Seattle as station agent for the Columbia & Puget Sound Railroad Company; was also agent for the Pacific Steamship Company, had charge of docks and coal shipping of the Oregon Improvement Company, and was agent for the Oregon Railway & Navigation Company, all of which offices he resigned in 1888 to take charge of the ticket and freight business of the Northern Pacific Railroad Company, at Seattle. He resigned this position in the fall of 1890 to take up the duties of County Clerk and ex officio Clerk of the Superior Court, to which office he had been elected by the Republican party in the November election. During his term of service the duties of his office were conducted so impartially and satisfactorily, that, failing to get a renomination, he was urgently solicited to become an independent candidate, and in that capacity entered the campaign of 1892.

Mr. Spencer was married at Gunnison, Colorado, to Miss Emily Griggs, and has two children, Jack and Archie.

Socially, he affiliates with the F. & A. M. By the judicious investment of his savings he has acquired valuable property in Seattle. He also owns ten acres on Lake Washington and still retains his farm on the Nooksack. He was one of the organizers and is the vice-president of the Black River Coal & Transportation Company, which company has a mine fully developed at the juncture of the Dwamish and Black rivers.



FRANK PAUL, one of the active young Republicans of King county, Washington, and County Assessor from 1890 to 1892, was born near Coldwater, Branch county, Michigan, in 1862. His parents, David and Jane E. (Hall) Paul, were natives of Washington county, New York. Mr. Paul located in Michigan in 1836, and lived on the old homestead until his death, November 20, 1890, at

the age of seventy-two years. His widow still survives, now seventy years of age, and is occupying the old home.

Frank Paul was educated in the schools of Branch county, and was employed at farm work up to his eighteenth year. He then started out for self support, journeying westward and first stopping in Henry county, Iowa, where he farmed for three years. Then, in March, 1884, he pushed on to the Pacific coast, and located a homestead of 160 acres ten miles south of Seattle. He at once began improving his farm, and remained upon it until the summer of 1886, when, through accident, he shot himself in the shoulder. This necessitated his going to the hospital in Seattle, for treatment, and incapacitated him for manual labor. Upon recovery, he attended the State University for one term, after which he taught the Dwamish school until 1888. From that time until 1890 he was employed as Deputy Assessor, and was then the nominee of the Republican party for Assessor, and was elected in November following. He performed the duties of the office most creditably, retiring in January, 1893.

Mr. Paul was married in Tacoma to Miss Rose M. Springer, a native of Iowa.

He still owns his ranch, a portion of which has been cleared, and is now farmed in hops, orchard and hay. He also has property in Seattle, a house, barn and five acres adjoining the town of Kent, and 160 acres of unimproved land near Gilman.



DR. P. B. CARTER, an active physician of Tacoma, Washington, esteemed alike for professional skill and worth as a citizen, was born at Chapel Hill, in southern Texas, July 30, 1860. His parents, George W. and R. M. (McIlhaney) Carter, were both natives of Virginia, and descendants of early settlers of that State, their ancestors having been granted land in the Old Dominion by the king of England.

When the subject of this sketch was seven years of age, his parents returned to Virginia, and he was reared in Loudoun county, about six miles from Leesburg, the county seat, and received his literary education at Roanoke College. He afterward began reading medicine under the supervision of Dr. J. W. Taylor, an eminent physician of Hillsborough, and, in

1883, matriculated in the medical department of the University of Maryland, at which he graduated in the class of 1885.

The following year, he received an appointment as physician in the Government Indian service, being first assigned to duty among the Brules, in South Dakota. After a residence of about eleven months there, he was transferred to the Puyallup reservation, in Washington, where he remained about three years. From there he was transferred to the Skokomish agency, in the same State, and after three months' service there, was recalled to Washington, District of Columbia, where he received an appointment as staff physician of the Columbian Hospital. He remained there about a year, when he once more turned his face toward the West, retracing his steps to Washington and settling in Tacoma, where he was actively engaged in the practice of his profession until January, 1881. He then removed to that part of the city known as Edison, where the Northern Pacific Railroad shops are situated, and, for the past year, has been surgeon for the Northern Pacific Railroad Company. Although young the Doctor has achieved an enviable reputation for skillful and conscientious work, and is recognized as a rising physician.

September 29, 1883, Dr. Carter was married, in Virginia, to Miss R. Lee Milburn, a native of the Old Dominion and daughter of Jefferson and Mary E. Milburn, prominent and respected residents of that State. Dr. and Mrs. Carter have two children: Hall and Lee.

Aside from the esteem entertained for the Doctor as a professional man, he has gained the high regard of all by his progressive and public-spirited disposition and interest in the advancement of his adopted State and enjoys the best wishes of his fellow citizens for his future prosperity and happiness.



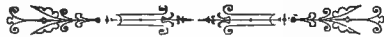
WILLIAM LAFAYETTE STEARNS, a farmer of King county, was born in Ohio, June 11, 1837, a son of William and Sarah (Wooster) Stearns. When William L. was seven years of age he went with his parents to Illinois. While there, September 1, 1861, he enlisted in Company B, Thirty-fourth Illinois Volunteer Infantry, was wounded by a bullet in the right leg at the battle of Pitts-



yours truly
S. A. Bigelow

burg Landing, and was discharged in September, 1862. Mr. Stearns then remained at home until 1865, for the following six years was engaged in farming in Kansas, and in the fall of 1877 arrived in Washington. He immediately located on a place one and a half mile below Fall City, where he has ever since remained.

Mr. Stearns was married in September, 1863, to Mary Richards, a native of New York. They had the following children: Alice, now Mrs. Wetmore; Mary, wife of a Mr. Hutchens; Evelyn Adeline, who died at the age of seven years; Jessie, now Mrs. King; William M., Susie A., and Maud, the youngest, who died when seven years of age. Mrs. Mary Stearns died March 24, 1888, and Mr. Stearns was again married, June 30, 1891, to Miss Julia E. Cruise, a native of Illinois.



IN. BIGELOW, President of the Seattle Dime Savings Bank, was born in Canning, Nova Scotia, in 1838. His American ancestor, John Bigelow, emigrated from England to New England in 1630, and located at Watertown, Massachusetts. The parents of our subject, David and Martha (Weaver) Bigelow, removed to Nova Scotia about 1768, and there Mr. Bigelow followed his trade of ship-building as proprietor of a large ship-yard; he also conducted the village store. I. N. Bigelow was educated in Nova Scotia, and there learned the trade of ship-building, and after the decease of his father he continued the yard and store up to 1868, when he sold out and removed to Lynn, Massachusetts, and engaged in stair building and also operated in real-estate.

In 1875 he came to the Puget Sound district and located at Seattle, which was then a little hamlet of about 2,000 inhabitants. Mr. Bigelow engaged in contracting and building, and for a number of years was the representative builder of the city. He operated a grocery store for about two years, and in 1882 began to deal in real-estate, as he then realized that the little village would soon become the commercial center and lands would rapidly increase in value. He then bought and platted 120 acres, and laid off three additions, all of which were sold for residence purposes. In 1883, in partnership with C. P. Stone, he purchased 270 acres and laid off the Lake Union addition. He has since

conducted a general real-estate business, having handled some of the valuable properties of the city. In 1888 he established the Mechanics' mill, combining a sawmill and sash and door factory, which he conducted successfully until sold. He is President and one of the largest stockholders in the Bryn-Mawr Land & Improvement Company, who own 100 acres of land on Lake Washington near Renton. He also owns valuable interests in Seattle, and has done much toward the development of that beautiful city.

He was married in Nova Scotia, in 1863, to Miss Emeline Davison, her ancestry also dating back to the Puritan settlement of New England. Three children have blessed this union: David E., E. Victor and Clara.

In August, 1892, Mr. Bigelow purchased the stock of the Seattle Dime Savings Bank, and was duly elected the president. This bank was organized and incorporated in June, 1892, with a capital of \$50,000, E. C. Frost being the first president and E. J. Landers cashier. The latter still continues in the same official capacity. The bank has advanced steadily to the front rank and already holds a position of prominence amongst the institutions of that character, its purpose being to encourage the preservation and accumulation of small savings.



JOHN CRAMER was born in London district, Canada, on the 18th day of July, 1830. His parents were Jeremiah and Susanna (Chase) Cramer, the former a native of New Jersey, but of German extraction, the latter a native of Canada. His father was a carpenter by trade, and when about eighteen years old, went to Canada, where he lived until 1838, when he removed to Kalamazoo county, Michigan, locating near the town of Comstock. He lived there about eight years, and then located near Monmouth, in Warren county, Illinois. The family moved to Iowa in 1856, and located near Brush Creek, in Fayette county, where his father and mother died. The subject of this sketch lived in Iowa until he was married, and in 1861 removed to Vernon county, Wisconsin, and there resided, following farming for a living and raising a few sheep. The farm was located in the woods and they were compelled to make their own clothes. He lived there until 1875, when he came to Washington and

bought a place about fourteen miles northeast of Vancouver, containing about 160 acres. Here he started in the dairy business, which he now continues. He has now a large dairy outfit, which contains the latest and most improved methods of prosecuting the business, the capacity of the plant being about 1,500 pounds of butter an hour. He makes butter for Portland, Oregon, and other local markets.

Mr. Cramer was married in Fayette county, Iowa, July 5, 1858, to Miss Roxy Dillon, *nee* Brooks, a native of Canada, and born about five miles from where he was. She is a daughter of Benjamin and Olive (Hains) Brooks. She was first married in Muscatine county, Iowa, to Jeremiah Dillon, who died in 1856, leaving her with three children,—Francesco, now living at Kelso, Washington; William Henry, living at Salem; and Olive, who is married and living at Spurgeon, Washington.

Mr. and Mrs. Cramer have seven children, viz.: Susan Jane, wife of James Johnson; Jeremiah; Mary, wife of Charles Dailey; John; Edwin; Ann, wife of Alonzo Cook; Emma, wife of Charles Alexander.

Mr. Cramer is a Democrat, politically, and a member of several societies and secret lodges.

HON. ALBERT BRIGGS, the oldest living resident of Port Townsend, was born at Sholam, on the borders of Lake Champlain, Vermont, August 26, 1813, a son of Benjamin L. and Electra (Trippman) Briggs, natives also of that State. At the age of seven years Albert moved with his parents to Pennsylvania, and one year later to Guernsey county, Ohio, where he was reared to farm life. At the age of sixteen years he began learning the carpenter's trade at Cambridge. In 1835 he removed with his family to Seneca county, Ohio, followed his trade there until 1884, in that year moved to Indiana, a few months later to Chicago, and finally located at Andrew, Jackson county, Iowa, of which State his brother, Ansell, was the first elected Governor. In the spring of 1847 Mr. Briggs, with his wife and four children, started with an ox team to make the weary march across the plains to Oregon. Crossing the river at St. Joe, Missouri, a company of 115 wagons was organized with great pomp and display, but it was soon determined that the train was

too large, and they ultimately divided into ten parties. In the same train as our subject was the Hon. L. B. Hastings, now deceased, and David Shelton, a respected citizen of the little city which bears his name. The journey was successfully accomplished without serious accident or adventure. They passed through the Dalles, thence down the river to Portland, arriving there October 14, 1847.

January 1, 1848, Mr. Briggs and family proceeded to Oregon City, where he followed his trade until the following fall, and then located a claim on the Santa Anna river. In 1849 he went to the gold mines of California, but after a short absence returned to Oregon, where he followed his trade and farming until the spring of 1852. Mr. Briggs then decided to remove to Puget Sound, and, sending his family by schooner, drove his stock across the country to Tumwater, where he built a flat-boat, 13 x 52 feet, on which he loaded his cattle, numbering thirty head, and started with the tide for Port Townsend. Fifteen days were consumed on the journey, the nights having been passed on the shore, and the cattle allowed to graze. He passed through Long bay, but that name was then unknown: he called it Scow bay, which it still retains. Duly arriving at Port Townsend, then a city of one house, Mr. Briggs located his donation claim adjoining the town, where he engaged in farming, stock-raising, cutting piles, squaring timber, and such pursuits as offered for gaining a livelihood. Through the development of Puget Sound his land became very valuable, and he has since sold his estate with the exception of fifteen acres, where he still resided in a comfortable, modern cottage, surrounded by the comforts of life.

Mr. Briggs was married at Cambridge, Ohio, August 13, 1833, to Miss Isabell Cook, granddaughter of Captain Thomas Cook of Revolutionary fame. November 22, 1888, our subject suffered the loss of her who had been the companion of his life for over fifty-four years. The union had been blessed with seven children, all now deceased. Three grandchildren by his daughter Sarah, who was the wife of R. S. Robinson, are now living. Mr. Briggs affiliates with the Republican party. He first held the office of County Superintendent of Schools, was next County Commissioner, was fourteen years Probate Judge, from 1861 to 1864 represented Jefferson and Callam counties in the Territorial Legislature, and all of these positions he

filled with credit to himself and satisfaction to the people. Mr. Briggs was one of ten children, and is the survivor of his name and family. At the advanced age of eighty years he is a wonderful type of manhood, unbroken by the hardships of pioneer life and still preserving his genial ways and generous disposition, which won for him the confidence and esteem of the entire population of Puget Sound.



C H. RICKER, who has done so much toward the development of the fruit industry in the vicinity of Vancouver and Clarke county, Washington, is entitled to some personal mention in this work. A sketch of his career is as follows:

C. H. Ricker was born in Bangor, Maine, December 21, 1841, his parents being Ezekiel and Catharine P. (Baker) Ricker. Ezekiel Ricker, a native of Berwick, Maine, descended from one of the early families of that State, his ancestors having participated in the Revolutionary struggle. His wife, the mother of our subject, was born at Ellsworth, Maine, and her mother, whose maiden name was Wardwell, was a lineal descendant of Miles Standish. When C. H. Ricker was four years old the family removed from Bangor to Bradford, and in his native State he was reared, early in life being inured to hard work. When he was only eleven years old he hauled tanbark, and two years later he became a logger. At the age of seventeen he went to Minneapolis, Minnesota, and for three years was engaged in lumbering in the pineries. Young Ricker was at work in the pine forests of Minnesota when the war broke out, and August 14, 1862, we find him with five of his chums enlisting in Company A, Ninth Minnesota Infantry, under Colonel Wilkins. Colonel Wilkins was killed in battle at Tupelo. Of Mr. Ricker's chums we record that Richard Barrows died at Memphis; Daniel Hutchins was killed at Guntown, shot down by Mr. Ricker's side; Charles Schorrod died at Andersonville; Edmund F. Warren also died at Andersonville; and James A. Woodcock, who became Corporal, died at Memphis—Mr. Ricker thus being the only one of the number left.

August 18, 1862, the Indians broke out in Minnesota. The command of which Mr. Ricker was a member reported in citizens' clothes, were

given Springfield rifles, and on the 20th of August relieved Fort Ridgeley; next went to the relief of Birch Coolie, where more than half of the defenders were either killed or wounded; was at the battle of Wood lake. That same fall he was in an expedition against the hostiles, and helped to bury fifteen Indians in one grave. They went to Camp Release and liberated about 150 women who had been captured; camped that winter at Fort Ridgeley, and the next spring went across the Dakotas as far as Bismarck, having in the meantime several engagements with the Indians—battles at Big Mound, Dead Buffalo lake, Stony lake, and the fight on the Missouri river. All this occupied the time until August, when they went via Fort Abercrombie to Fort Snelling, and in October they proceeded to Missouri, where they were on general duty. They went to Benton Barracks, Jefferson City, and thence four companies proceeded to Rolla. In the spring of 1864 the regiment reunited at St. Louis, thence went to Memphis, Tennessee, and from there immediately went out in the expedition commanded by Sturgis. In the fight at Guntown, when great destruction was inflicted on the Union arms, his company was detailed as pioneers; he was one out of four who got back into Memphis with accoutrements, out of a company of seventy men. In reaching Memphis he had been compelled to subsist on leaves and such edible substances as could be found in a hostile country. At Memphis he broke down with chronic diarrhoea and was taken to hospital, where he lay until the Tupelo raid, in which he started. Later he went to a convalescent camp, but it was so distasteful to him there that he got the surgeon to recommend his return to the regimental camp, and started out one rainy morning, but although it was very disagreeable to him, he staid with it. He went with General A. J. Smith to White river, but was taken with ague on the boat. At Duvall's Bluff he had a fresh complication of troubles, and was returned to the convalescent camp at Memphis, thence went to Nashville, and when his regiment arrived there he rejoined it. He was in the two days' fight at Nashville, and was in the thick of the combat, his gun getting so hot from rapid firing that he could hardly handle it. They pursued Hood down to Pulaski, and struck across the country to Eastport, Mississippi; it was winter and they marched in snow a foot deep. He went to hospital at Memphis; all Minnesota troops were

ordered to their regiments, but he broke down, was sent to the soldiers' home, from there was sent home, and on the 16th of June, 1865, was discharged by orders of the War Department.

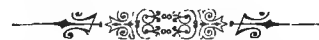
He then went to Missouri, remaining about Kansas City and vicinity, but his health was not good and he went to Iowa, bought 100 acres of land, and started to make a home. In February, 1867, he went to Vermillion, Dakota Territory, bought about 400 acres of land, and would have been successful but for one of the pests which have injured so many localities. The grasshopper plague of 1874 started him for the Black Hills, but he could not get in on account of the soldiers. He then proceeded to Oregon, arriving at Portland on New Year's day, 1875. He looked around for a time, got on a boat and went up the Willamette river. He was advised to look for work among the farmers, but got a job in Albany at \$1.50 a day and board; worked fifty-four days, and was then getting \$3 a day and board. The next summer he spent in lumbering near Gardiner, at \$60 a month. He had now saved \$500, which he sent back to pay up debts in Dakota. He went to Portland about the middle of October, and thought he would go to California and spend the winter there. He went to San Francisco, then to Santa Cruz, and from there to Los Gatos, where he arrived "broke." At Los Gatos he got temporary employment building a fence, and that winter he spent in chopping cordwood in the mountains. Next summer he hired out to work on the coast, but quit after a month, went to the Sierra Nevada mountains and made \$100 a month chopping cordwood. When snow came he went back to the place where he had spent the previous winter, secured a similar job, and in the spring was several hundred dollars ahead, and traded a place in Dakota for one there. He fixed up the place, whitewashed the buildings, and sold it for \$1,100, realizing \$400 on the deal. He then went back to Dakota, where he was married that fall, and upon his return he engaged in the wood business, which he followed about three years. Then the grasshoppers came again and stripped the country, and in 1880 he again deemed it best to seek a change of location, and came to Washington.

On coming to Washington, Mr. Ricker selected a location adjoining the city limits of Vancouver, and in August, 1880, purchased a tract of land here, comprising 108 acres. At that time there were only about half a dozen

fruit-trees on this place. Since that date he has inaugurated a wonderful transformation here. He subdivided the tract, sold off parts of it, and now there are nine families on the place, and four-fifths of it are devoted to fruit. He first set out about 150 trees and some small fruits, and year by year he added to the acreage thus utilized, in 1887 planting fourteen acres more in fruit, and since that time planting what remained of the twenty acres he yet retains. He makes a specialty of Italian prunes, having thirteen acres devoted to prunes alone. Previous to 1893 he sold his prunes in Portland, undried, but from this time forward will dry them himself before shipping. He also has forty acres of fine land on Vancouver lake, which he purchased in February, 1889. This tract was covered by timber at the time he purchased it, but under his management it has been cleared and planted entirely in Italian prunes, sixteen acres set out in 1890 and the rest in 1891.

Mr. Ricker was married December 22, 1877, to Miss Matilda A. Williams, a native of Sidney, Ohio, and a daughter of John and Mary (Turner) Williams. They have had three children, two of whom, Mary and Mabel, aged respectively six and four years, died of diphtheria. Mattie is now (1893) eleven years of age.

Politically, Mr. Ricker goes on the independent line. Since coming to Washington he has not taken an active part in public affairs, but while he was in Dakota he served for a time as Deputy Sheriff, and in 1868-'69 was a member of the Territorial Council.



HO. HOLLENBECK, of Seattle, was born in Clinton county, Indiana, December 25, 1852, the oldest son of William and Rosanna (Reinhart) Hollenbeck, natives of Pennsylvania and Indiana, respectively. The primary education of our subject was received in the schools of his native county, and at the age of sixteen years he began teaching school in the spring terms, and attended school during the fall and winter. With only \$50 in money, Mr. Hollenbeck continued his studies, and completed a three-years' course at the Industrial University, of Champaign, Illinois. A part of that course was carried on while teaching, keeping up with his classes by private study, and only

attending the university during examinations. He completed the course in June, 1876, and in the following August accepted the position of Commissary Clerk at the Malheur Indian reservation, Oregon, where he remained three years and during that time was engaged in reading law. In 1879 he entered the law office of Johnson, McCowan & McCrum, at Oregon City, and was admitted to the bar in 1882.

By the death of his father, Mr. Hollenbeck was called to his former home to look after the settlement of the estate, he being the only son, and spent eighteen months in running the farm, teaching school and closing the business affairs. In 1883 he returned to Oregon City, accepted the position of Principal of public schools, in the spring of 1885 went to California for the benefit of his health, was recalled to accept the position of vice-principal of the high school of Seattle, served four years in that position, and the following two year as principal. During his regime the school increased from eighty to 180 pupils, and was vastly improved in all its branches. In the spring of 1891 Mr. Hollenbeck retired from teaching, and purchased an interest in the printing establishment of Ingraham & Coryell, in which capacity he is now engaged. The firm own and publish the Northwestern Journal of Education, the Mining News, Ingraham & Coryell's Seattle Guide, the Occidental Congregationalist, the Pacific Boys and Girls, and also do the press work on the Seattle Standard, Seattle Democrat, Democratic Star, Merchants' Review, besides a varied job business.

Mr. Hollenbeck was married in Seattle, in July, 1887, to Miss Anna Penfield, a native of Connecticut. She came to Seattle in 1871, was educated in the Territorial University, and taught four years in the public schools of this city. They have two children: Norman Knox and William Harold. Socially, our subject affiliates with the I. O. O. F., the A. O. U. W., and the Ancient Order of Foresters.



HON. NATHANIEL DAVIS HILL, a prominent and respected pioneer of Port Townsend, Washington, was born in Montgomery county, Pennsylvania, January 25, 1824. His parents, Dr. John H. and Eliza

L. (Davis) Hill, were natives of Delaware and Pennsylvania, respectively. Dr. Hill, father of the subject of this sketch, practiced medicine in Montgomery county until 1836, when he removed to Philadelphia and engaged in the drug business.

Nathaniel Hill, of this notice, was educated in the schools of Philadelphia, and when fifteen years of age entered his father's drug store, where he engaged in the study of pharmacy. Some time later, having become thoroughly experienced in his chosen profession, he formed a partnership with a friend under the title of Hill & Wright, and successfully conducted a drug store in the same city for three years, until the spring of 1850. Having by this time heard of the discovery of gold in California, which occurred in 1849, and becoming seized, like many others, with a desire to visit that country, he sold out his interest in the drug business and, in company with his father and two brothers, he embarked via Panama for San Francisco, where they arrived in July of the same year.

He here accepted the position of foreign entry clerk at the customhouse, under Colonel Collyer, the official collector, in which capacity Mr. Hill remained until 1851. He then resigned his position to fulfill his original design of mining gold. After a brief experience, however, on the north fork of the American river, he decided that this occupation was too laborious, and he subsequently went to the Sonoma valley, where he engaged in ranching and stock-raising. He was thus occupied until 1852, when he sold out and returned to San Francisco, at which point he embarked on the brig Cabot for Puget sound. On landing at Whidby island, Mr. Hill found old friends in the Crawford family, Colonel Eby and family, Dr. R. R. Lansdale, John Alexander and others, who were comfortably settled on land. Following their example, Mr. Hill soon located a claim of 160 acres for himself, consisting chiefly of prairie land, and purchasing a log house from a person about to leave, he settled down, once more engaging in farming and stock-raising. He was, in 1855, appointed Indian Agent over six of the friendly tribes and removed to Skagit Head in the interest of his new position. He did able service in this capacity and was the means of holding 1,600 Indians in check during the wars of 1855 to 1857, and by his humane and just treatment of

his charges created a friendly feeling toward the white people. In 1857, he resigned his position to return to Philadelphia, where he was married, after which he again embarked for Puget sound, via the Panama route. Arriving at San Francisco, they took passage on the old steamer Constitution, and after suffering imminent shipwreck and throwing away many valuables in the effort to lighten the ship, they finally arrived at Whidby island in July, soon after the murder of Colonel Eby by the northern Indians. Mr. Hill then once more resumed his agricultural pursuits, continuing to be thus occupied at the island until 1868. During his residence on the island, he served in various official positions of trust, having been a school clerk ten years, United States Commissioner five years, and Justice of the Peace, and County Commissioner, besides filling various other minor positions, in all of which his actions were characterized by ability, integrity and energy. Much credit is due him for shaping the early conditions in that vicinity on lines of justice and progression, the impression of his influence continuing to the present day and contributing to the present prosperity enjoyed by the people of that community.

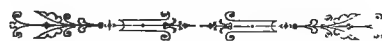
In 1868, Mr. Hill removed to Port Townsend, where he engaged in the drug business, in which he successfully continued until succeeded by his two sons in 1885. Mr. Hill has been prominently identified with all the important commercial interests of his vicinity, and by his energy and wise counsel has done his share toward advancing them to their present prosperous condition. He assisted in organizing the First National Bank, of which he was elected vice-president, in which position he has ever since ably served. He helped to start the Port Townsend Southern Railway Company, in which he is secretary; was a prime mover in organizing the Puget Sound Telegraph Company, with lines from Port Townsend to Seattle; as well as being an instigator in the Port Townsend Saw Mill Company; the Quincy Street Dock Company; Mount Olympus Water Company; Port Townsend Foundry; Port Townsend Steel & Wire Nail Company, in which he holds the office of vice-president; and has aided extensively in the development of residence and business property in the city. Few men have contributed more largely to the public welfare and few more justly enjoy a wider and deeper prosperity and more universal esteem.

In 1857, Mr. Hill was married in Philadelphia, Pennsylvania, to Miss Sallie H. Had-dock, a lady of superior attainments, who was born in Lynn, Massachusetts, and is a member of an old and honored family. They had four children, two of whom survive, Daniel H. and Howard H., each retaining the mother's surname, and both enterprising and capable citizens of Washington.

In politics, Mr. Hill is a Democrat, and has been honored by his constituents with various official positions. In 1785, he represented Jefferson county in the Legislature, and has also served as County Commissioner and Health Officer, and has declined every office in the gift of the people. He is fraternally identified with the blue lodge, chapter and thirtieth degree, Scottish Rite, of the F. & A. M.; with the I. O. O. F. and the Order of Good Templars, all of which he has actively supported.

Mr. and Mrs. Hill, associated with Judge A. Briggs and wife, were the organizers of Trinity Methodist Episcopal Church and Mr. Hill was for many years Superintendent of the Sunday-school.

At the age of sixty-nine, Mr. Hill is active, erect and agile, having by daily horseback ride and annual hunt preserved his health and buoyancy of spirits, infusing into mature life much of the joyousness of youth.



WILLIAM J. JONES, a prominent newspaper man of Port Townsend, was born in Colusa county, California, February 3, 1868, a son of Charles Jones, a native of Illinois. In subsequent years the latter became connected with the United States Secret Service, and in 1862, in behalf of the Government, came to California, and was stationed at San Francisco for a number of years. He was married in 1865, to Miss Hannah J. Long, a daughter of William Long, one of the earliest settlers in the Russian River valley. Completing his term of service with the Government, Mr. Jones purchased a small fruit ranch near Petaluma, where the family resided. He followed mining with varying fortunes until his death, in 1884, his wife having departed this life one year previous, leaving three children.

William J. Jones, the eldest of the children, attended the Lincoln public schools in San

Francisco, and also spent two years in Litton's College, in Sonoma county. During the year of 1882 he passed nine months with a surveying party between El Paso and San Antonio, and then, returning to San Francisco, engaged in literary work, as city reporter on water front and police news for the Chronicle, receiving valuable instruction in newspaper work from Thomas Vivian, the able city editor. Mr. Jones next traveled through the northwest, served brief engagements on the Oregonian, at Walla Walla, and a newspaper at Seattle, and in 1886 established the Port Townsend News Bureau, in this city, for the distribution of that paper through the lower Sound country. In 1887 Mr. Jones organized another news bureau, covering the Associate Press, and as a special wrote for the leading daily papers of the United States, in which line he still continues. In March, 1889, he was appointed Deputy Sheriff of Jefferson county, by Richard De Lanty, Sheriff, and in the following September was made Deputy United States Marshal by T. R. Brown, of Tacoma, and is still in the discharge of both departments.

Mr. Jones was married in 1891, to Miss Regina Rothschild, a native of Port Townsend, and a daughter of the late D. C. H. Rothschild, one of the respected pioneers of this city. One child, Dorette, has been born to this union. Mr. Jones has valuable property interests in Port Townsend, and fine acre property on Whidby island. In his social relations, he affiliates with the F. & A. M. and the K. of P., and politically is identified with the Republican party.



JM. HANSE, one of the young and progressive ranchers and gardeners of Klickitat county, was born near Salem, Marion county, Oregon, a son of John and Elizabeth (Crawford) Hanse, natives of Kentucky. They located in Missouri when young, and were married in Johnson county, that State. In 1850, in company with 500 wagons, they crossed the plains by Fort Laramie, spending five months on the road. Crossing the plains at that time was attended with much danger from Indians and wild animals, members of the company being compelled to stand guard at night while the others slept. Mr. Hanse was sick during seven

weeks of the journey. They located near Salem, taking a donation claim of 640 acres, where he lived until 1872. In that year he moved with his family to Klickitat county, Washington, locating on a farm four miles west of Goldendale. Mr. and Mrs. Hanse now reside at Palouse, this State.

J. M. Hanse, the subject of this sketch, spent his early life in Oregon, but afterward was engaged in stock ranching and other pursuits, which called him to different parts of the country. He now owns 160 acres of fine land in Klickitat county, which is well improved and watered by springs. He is principally engaged in gardening and fruit raising.

Mr. Hanse was united in marriage to Miss Elizabeth Newland, a native of Missouri, who in an early day crossed the plains with her parents to Washington. Her father, Isaac Newland, still resides in Klickitat county. Our subject and wife have three children, Rosco, Nellie and Maggie. Mr. Hanse is a member of the I. O. O. F., No. 15, of Goldendale, and is identified with the Republican party.



ROBERT F. WHITHAM, president and treasurer of the Capital City Abstract & Title Insurance Company, Olympia, Washington, dates his birth in Mount Jackson, Lawrence county, Pennsylvania, in 1852.

His parents, Rev. John D. and Caroline (Farwell) Whitham, were natives of West Virginia and New Hampshire, respectively. Mr. Whitham was a minister of the Presbyterian Church, who entered upon his mission in Pennsylvania and subsequently in Millersburg, Ohio, dispensing divine truth for more than forty years. He was also an ardent anti-slavery man, and was connected with the under-ground railroad system that was instrumental in releasing so many darkies before the war. In 1885 he retired from the ministry, removed to Norfolk, Nebraska, and is there passing the closing years of his life, fondly attended by the wife of his youth.

Robert F. was educated in the State University of Illinois, at Champaign, and graduated as a civil engineer in 1877. He was engaged one year upon lake surveys, with headquarters at Vermillion, Illinois. He then followed Government surveys and Union Pacific railroad

work up to 1880, when he came to Olympia, Washington Territory, and bought 350 acres of land three miles north of the city. This he began improving and selling as opportunity offered. At last he reduced the tract to twenty-five acres, which is highly improved and chiefly set in prune trees, he being among the first to engage in the fruit industry here. He now has one of the finest and most extensive orchards in the county, with every facility for handling his crop. He gave this his undivided attention until 1887, when, with the increased demand for civil engineers, he returned to his profession, opened an office in Olympia, and followed general surveying until 1890. That year he was appointed City Engineer, and served one term.

In the spring of 1891 Mr. Whitham was one of a syndicate to purchase the abstract business of Henderson Brothers and to organize and incorporate the Capital City Abstract & Title Insurance Company, of which he was elected president and treasurer. In December, 1891, he was elected Assessor of the city of Olympia.

Mr. Whitham was married at Champaign, Illinois, in 1877, to Miss Martha E. Page, a classmate in the State University, and a native of Illinois. They have five children, Paul P., John D., Carl, Ruth and Linn.



HMIZE, a successful farmer and stock-raiser of Washington, of which he is an old settler, now residing a mile north of Bucoda, was born in Sullivan county, Indiana, April 23, 1826. His parents, J. and Rachel (Arnold) Mize, were natives of Virginia and Tennessee, respectively. They had ten children, of whom but two now survive. In 1832, when the subject of this sketch was six years of age, his parents removed from his native county, in Indiana, to the vicinity of Palestine, in Illinois, where his father followed farming for five years. At the end of that time, in 1837, they once more removed to Indiana and engaged in farming about twenty miles from their former home, where they lived for twenty years, and then returned to Crawford county, Illinois, settling on a farm near Hutsonville, where they resided fourteen years. Mr. Mize lived with his parents and cared for them in their old age and was their mainstay until their death.

In the meantime, having heard favorable rumors of the Northwest, he started, in 1860, with his wife and one child for Washington Territory. From Illinois, they proceeded to Terre Haute, Indiana, and thence by railroad to New York city, where they took a steamer to Panama. Crossing the isthmus, they took a steamer for San Francisco, from which point they proceeded to Puget Sound on a mail boat, stopping at all the principal places on the way, and arrived in Olympia, June 12, 1860. Soon after their arrival, they settled on a farm one mile north of Bucoda, where they have ever since made their home. Mr. Mize has dealt extensively in lands, having owned and sold several good farms. He now owns two tracts of land under cultivation and is largely engaged in stock-raising, all of which have proved very remunerative, until after years of toil and hardships, he is now comfortably situated in the midst of family and friends.

April 10, 1857, Mr. Mize was married to Nancy J. Walters, of Hutsonville, Illinois, a native of the Prairie State, born May 21, 1834, whose parents, E. and Eva J. (Ridenhouse) Walters, were old residents of that State, where her father was a prominent farmer. Mr. and Mrs. Mize have six living children: Theodosia, now Mrs. J. Yantes; Emma, married to Mr. J. Yocom; Eva J., now Mrs. G. Funk; Henry L., Minnie and Charles, at home. Their first child, born in the East, died shortly after their arrival in Washington.

Mr. Mize has not only advanced his own interests by his energy and enterprise, but has also done much to stimulate the growth and welfare of his community, of which he is an honored member.



FRED. SUMNER MEEKER was born at Steilacoom, Pierce county, Washington, on December 13, 1862. His parents were Ezra and Eliza J. (Sumner) Meeker.

He was educated in the schools of the county and in the grammar schools of Portland and at the State University of California at Berkeley. After leaving school he engaged in the hop business and has continued at it ever since. He has twenty-four acres in his own place and twenty-five acres in partnership with his father at Kent, King county, Washington.

Mr. Meeker was married in Portland, Oregon, March 15, 1886, to Miss Clara Misamore, a native of California. He is a member of Unity Lodge, No. 19, I. O. O. F. of Puyallup, and outside of this one connection devotes himself entirely to his adopted business of hop growing, and is growing more prosperous each year.



JOSEPH P. MEEKER was born near Steilacoom, in Pierce county, Washington, May 15, 1860. His parents were J. V. and Mary J. (Pence) Meeker; the former a native of Ohio, the latter of Indiana. His parents came to this country in the fall of 1859. When Joseph was eight years old his parents removed to Puyallup, where he was reared and educated in the schools of that town. In 1872, he engaged in the hop industry with his father, but in 1884 he began in this business for himself, and now cultivates twenty-five acres of hops every year. From 1890 to 1893 he was engaged in the mercantile business in Puyallup in addition to his farm interests. He was married on November 13, 1884, in this county to Miss Mary E. Marble, a native of Nebraska, then living at South Bend, Washington. They have three children, viz.: Winifred, John Valentine and Iola.

Mr. Meeker is a member of Unity Lodge No. 18, I. O. O. F. Both he and his wife are members of Rebekah Lodge. He is a Republican politically, and is regarded as one of the rising young men of that community.



DR. FREDERICK W. SPARLING.—Conspicuous as a surgeon in the late Civil war, prominent as a patriot of the American republic and notable as a citizen of Washington, is the subject of this sketch.

Born in Limerick, in the south of Ireland, and reared in Canada, he is essentially American. Coming to Canada in boyhood, he was there educated in literature and medicine, and subsequently married Mary Mitchell, of Scotch descent and a representative of an old and honorable family. He then removed to Detroit, Michigan, where he was engaged in the practice of medicine when the war broke out.

The Doctor was appointed in 1861, by the Governor of Michigan, to the position of Assistant Surgeon of the Fourteenth Regiment of State Infantry, and when the regiment reached the front he was detailed for duty in charge of the field hospital at Hamburg, on the Tennessee river. After the capture of Corinth, Mississippi, the Doctor was promoted Surgeon of the Tenth Michigan Infantry, and participated in all the operations of the army until Nashville, Tennessee, was reached. He served on the staffs of Generals Paine, Palmer, Morgan and Granger, and, after the battle of Stone river, was appointed by General Rosecrans Medical Inspector of Hospitals and ordered to the East to visit all hospitals where soldiers of the Army of the Cumberland were confined, and to order to their commands at the front all those who were fit for duty. The execution of this order restored hundreds of soldiers to service. The Doctor was afterward transferred from the staff of General Paine to that of General Jefferson C. Davis, commanding the second division of the Fourteenth Army Corps, and participated in all the operations of the Army of the Cumberland until Atlanta was reached, when he was detailed as Medical Inspector of Hospitals by General George H. Thomas, commanding the Cumberland Department. General Thomas directed the Doctor to proceed to the rear and order to the front all men and officers who did not need further medical treatment, and after the performance of this duty Dr. Sparling was detailed Post Medical Director at Nashville and ordered to report to General John F. Miller, commander of that post. Dr. Sparling participated in all the engagements in and around Nashville, and was complimented in general orders, for duty performed during the battle of Nashville. He was mustered out of volunteer service in 1865, owing to the expiration of his term of enlistment, and was transferred to the regular army in the capacity of Acting Assistant Surgeon. Governor Brownlow afterward appointed him Surgeon General of the State of Tennessee, and General Cox, who was Secretary of the Interior, later designated him as one of three surgeons to supervise the examination of pensioners in the United States. President Grant subsequently appointed him Assessor of the Fifth District of Tennessee, and the Doctor was later nominated by Governor Brownlow, and confirmed by the Senate, to the office of Clerical Commissioner of Metropolitan Police

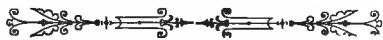
of the State. After the rebel Democracy gained predominance in Tennessee the surroundings became "rather tropical" for Dr. Sparling, who removed to Washington, District of Columbia.

In 1873 Dr. Sparling came to the Pacific coast under orders of the Surgeon General of the United States army to report for duty to General Jefferson C. Davis, then in command of the Department of the Columbia. The Doctor thereafter served as Post Surgeon at Fort Cape Disappointment, at the American garrison on San Juan island and at Port Townsend until 1875, when he resigned from the army.

He then removed to Seattle, Washington, and engaged in the general practice of medicine. In 1877 he was elected Medical Superintendent of the Hospital for the Insane at Steilacoom, but, resigning that office, he was elected Quarter-Master General of the Territory. In 1880 he was appointed Supervisor of the Census for the Territory by President Hayes, and performed the duties of that office until he was designated Register of the United States Land Office at Vancouver, Washington, by President Garfield, to which he was re-appointed by President Arthur, and promptly resigned when President Cleveland came into power.

Dr. Sparling then resumed his private practice in Seattle, which he discontinued to fill the office of Appraiser of Tide Lands, which position he still holds.

The lives of few men have been as eventful and full of instruction, as an object lesson of the force attending right and persistent effort, and it is regretted that space will not permit a fuller detail of its incidents, which would be of value to young and old alike and do honor to himself and the great State of his adoption.



CHARLES A. BILLINGS, of Olympia, Washington, is the eldest son of William and Mary Ann (Kandle) Billings, and was born on the Puyallup reservation in 1863, while his father was superintending the reservation. He was educated in the schools of Olympia, and with more mature years assisted his father as Deputy Sheriff of Thurston county. He was subsequently appointed United States Inspector of Revenue, connected with the cus-

tomhouse department, at Tacoma, and, although very successful in ferreting out and arresting would-be smugglers, the occupation was not pleasing to him, and after one year's service he resigned. By deed from his father, he became owner of eighty acres of land adjoining Tenino, which shows croppings of blue slate stone, valuable for building purposes. About 1888 George Van Tyne and Wesley Fenton, practical stone-cutters, leased a portion of the above-mentioned property to procure stone for building, and in 1890 Mr. Billings consolidated his interests with theirs and organized the Tenino Stone Company. This company has developed the quarry and demonstrated the limitless supply and value of the stone. They have erected a \$36,000 plant, with the latest devices for sawing and handling stone of any size or weight, their derrick being of forty tons' capacity: they employ a force of fifty men. In a single day they have cut and sawed eight car-loads of stone. They donated five car-loads of stone for the arch of the Washington memorial building at the world's fair in Chicago.

Mr. Billings was married in Olympia, April 26, 1892, to Miss Gordon, sister of Judge M. J. Gordon, of that city.

Socially, Mr. Billings is a member of the K. of P. He is a man of thorough business qualifications, and is devoting his time and energy to the extension of his valuable quarry interests.



WILLIAM R. AND DEWITT C. BRAWLEY, comprising the firm of Brawley Brothers, of Seattle, were born on a farm near Meadville, Crawford county, Pennsylvania. Their grandfather was a Government employe, and was connected with the first survey of western Pennsylvania. He afterward settled in Crawford county, where William Brawley, the father of our subjects, was born, having been the first white child born in that county. William was reared on a farm, and subsequently married Jane Stuart, a native of Erie county, Pennsylvania.

William R. and Dewitt C. remained with their parents until twenty-one years of age, and then started for the oil fields of Rocky Nook, near Drake's well, which was the first well of the district, sunk about 1860. They immediately began operations in sinking wells, using

the primitive method of spring board and foot power for lifting and dropping their drill, which weighed about 300 pounds. The modern drill and attachment weighs about 3,500 pounds. They started with very little cash, but with strength of body and fixedness of purpose they leased land and sunk their first well to a depth of 300 feet without striking a satisfactory flow. Other wells were then sunk, but without very satisfactory results, and they then moved to Moody's Gulch and Pitt Hole, where their efforts were crowned with success. In 1887 the brothers began operations near Bowling Green, Ohio, and there purchased the famous Ducat well, which, when opened, flowed so rapidly that it was impossible to control the flow, but it was later estimated at 200 barrels per hour. Eighteen months afterward they sold this well to the Standard Oil Company, and closed their operations in the oil districts. In 1879 William R. came to the Territory of Washington, looking for advantageous investment, while his brother attended to the oil business. In 1880 the former began purchasing farm, coal and timber lands, and in 1882 was joined by Dewitt C., who, after looking over the country, returned to Pennsylvania to settle the unfinished business of the firm. In 1889 he returned to Seattle for permanent residence. Meanwhile William R. had been making purchases and attending to improvements. Brawley Brothers now own a farm of 600 acres on Port Susan bay, at the mouth of the Stilliguamish river. This was formerly tide flats, and by dyking has been reclaimed, and is now very productive and highly improved. They cut annually about 900 tons of hay, and raise about 10,000 bushels of oats. The brothers own a farm of 300 acres on Hat slough, eighty acres of which is cultivated, and they also own 400 acres of coal lands adjoining the New Castle mines. After the fire of June, 1889, they embarked in the manufacture of brick in South Seattle, which they still continue in fair weather, with an average production of 15,000 per day. Brawley addition to Seattle was platted and sold under their direction, and they also own much improved and unimproved property in the city.

William R. Brawley was married in Seattle, in 1882, to Miss Gertrude Parkhurst, a native of Pennsylvania. They have two children, Park and Harold. Dewitt C. Brawley was married in Cambridge, Pennsylvania, in 1880, to Miss Ella R. Thomas, a native of that State. To this

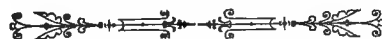
union has been born one child, Lee J. The brothers are united in their domestic relations as in business affairs, and reside in a beautiful home erected by William R., on the corner of Eleventh and Main streets.



FRED W. SPINNING, who has a nice farm near Sumner, Pierce county, Washington, was born October 16, 1852, near the present site of Claquato, Washington, a mile and a half west of Chehalis. His father, C. H. Spinning, was born in Indiana, he lived at Claquato from 1855 until 1856 during the Indian war, and was superintendent of the Indian reservation for eleven years, teaching the Indians to farm, etc. When Fred W. was two years old the family moved to Polk county, Oregon, and three years later to Monmouth, that State. In 1858 they came to Fern Hill, Washington, four miles south of Tacoma, where the subject of our sketch remained until 1878. During the fall of that year he took up his abode in Stuck valley, a year later moved to Puyallup, and after two years and a half spent at this place went back to Stuck valley, where he lived for six years. His next move was to his present location. Here he owns ninety-two acres of land (part of which is known as the Isaac Woverly donation claim), his attention being devoted to hop culture, gardening and fruit-growing. Fifty acres of his land are under cultivation.

Mr. Spinning was married, in 1879, to Miss Elma A. Baker. They had eight children, seven of whom are living.

Mr. Spinning is a member of the I. O. O. F.



HENRY KISTENMACHER, who has been indentified with the horticultural interests of Sumner, Washington, for several years, is one of the thrifty, successful men of the town.

He was born in Keil, Holstein, Germany, August 16, 1839, son of John Kistenmacher, a land owner and retired citizen of Germany. The subject of our sketch remained in his native land until 1875, when he came to America, accompanied by his wife and three children. He married Cristina Derfs, also a native of Ger-

many, in 1870, and four weeks after his marriage he entered the German army, as Colonel of the First Company of Battalion No. 85.

Upon his arrival in America, Mr. Kistmacher went first to Davenport, Iowa, where he was employed by the firm of Lench & French, manufacturers of farm machinery, for eight years. His efficient services were appreciated by the firm and he was promoted to be superintendent of the factory. In 1884, seeking to improve his temporal condition, he came out West to Portland, Oregon, and after remaining in Portland two years he went to Tacoma. Soon afterward he came to Sumner and settled on a farm, where he has since been engaged in raising fruit and hay.



JOSEPH N. FERNANDEZ was born in New York city on the 3d of April, 1854. His parents were Joseph A. and Catherine (Mills) Fernandez; the former a native of Madrid, Spain, the latter of England. The subject of this sketch was reared and educated in New York and there learned the trade of plumber with the firm of Stephen Philbin & Company. He followed this business in New York until March, 1877, when he left to go to San Francisco, California, and remained there for five years of which time he followed his trade of plumber about one year, and the remainder of the time he was connected with the fire department. In August of 1881, he came to Puyallup, Washington, where he at first tried to establish himself in the plumbing business, but finally abandoned the idea, and engaged in hop-raising in partnership with C. O. Bean on the Young place, and afterward in partnership with his father-in-law, J. V. Meeker; finally starting in business for himself on his own place where he has twenty acres of land, twelve of which are devoted to hops.

Mr. Fernandez was married on February 1, 1883, to Miss Maggie Meeker, daughter of J. V. Meeker, of Puyallup, and they have three children living, viz.: Leon Meeker, Percy Valentine, and Ramon. They have two children dead.

Mr. Fernandez is a member of Corinthian Lodge, No. 38, Free and Accepted Masons, Puyallup; and also of Puyallup Chapter, No. 4, Royal Arch Masons; also a member of the I. O. O. F., Unity Lodge, No. 18, and of Alki

Encampment No. 4, I. O. O. F. He is also interested in the fire protection of Puyallup and at present occupying the position of Chief of the volunteer fire department of that town.



WILLIAM HARMAN.—The subject of the following brief review stands as one of the distinctively representative men of Pierce county, and is well worthy of consideration in this connection. He is a native of England, having been born May 30, 1842, at Cranbrook, Kent county, about forty miles from London. His parents were Henry and Sarah (Morris) Harman, the father having been a miller by trade, but having also followed the carpentry business. The family came to America in 1845 and stopped for a time at Cincinnati, Ohio, but soon removed to Lawrenceburg, Indiana, where the devoted mother died, when William was but five years old. They subsequently lived at different times in Petersburg, Kentucky, Carrollton, Kentucky; Louisville, on the Indiana side; Brookville and Ashland, Indiana, and at Rockville, Dubuque county, Iowa, the father following the milling business during the years represented.

Our subject lived in Rockville, Iowa, until 1870, when he removed to Page county, in the same State, where he remained until 1873, when he went to Smith county, Kansas. There he took up a homestead and timber-culture claim, of which he cleared about eighty acres and had the same under cultivation when he left it to pay a visit to his relatives in Washington Territory. He arrived in Tacoma May 6, 1877, having left his wife and children in Kansas, where they had expected to remain for one year. They, however, joined him in September of the same year. Mr. Harman remained at Puyallup, Washington, for one year, after which he leased, for a term of five years, the 240-acre farm of Bird Wright, the place being located in Pierce county, nine miles from Puyallup. He remained upon this farm for four years and then, in 1881, purchased of Anton Muller a farm of 160 acres in the same county, about forty acres of the tract being located within the corporate limits of the present thriving town of Orting. Mr. Harman moved to his farm in February, 1882, and there has since maintained his home. He retains about ninety acres of the original

purchase, and has sixty acres under effective cultivation, devoted to general farming. He also owns another tract of eighty acres in township 18, section 20, Pierce county.

Mr. Harman was married, in Page county, Iowa, October 13, 1872, to Miss Malissa Jackson, daughter of Steven V. and Mary A. (Reed) Jackson. Our subject and his wife have two children: Harry and Icey.

Mr. Harman is a member of Orting Lodge, No. 63, I. O. O. F., of which he has been Chaplain and Secretary. He is a Trustee and Elder in the Orting Christian Church and stands as one of the pioneers of Pierce county, with the development and best interests of which he has been most closely and conspicuously identified. His efforts in securing the location of the State Soldier's Home at Orting were indefatigable, while his financial contributions were of generous order. He has been a Republican all his life and has held official preferments in the gift of his party. He was one of the stockholders directors in the First Bank of Orting, and no resident of the locality has contributed a larger proportionate quota to the general prosperity of the place.



PHILIP METZLER, one of the early residents and prominent citizens of Tacoma, Washington, is a native of Germany, born in Hesse-Darmstadt, September 21, 1844, son of Jacob and Eliza Catherine (Weller) Metzler.

When Mr. Metzler was six years old his parents emigrated with their family to America, and in 1851 located in Chicago. There he was reared and educated. After serving as an office boy in the city for some time, he went into a nursery to learn that business. He had been in this nursery about one year when the war broke out, and his brother, who was a tinner, left a good situation, and this place Philip took. He then devoted all his energies to learning the tinner's trade, and for four years remained in the same shop, which was on South Canal street, near Van Buren. At the end of that time he went to St. Paul, making the trip on the ice from La Crosse to Winona, thence to Kasson by rail, from there to Fairbault by stage, and the rest of the way by rail and stage. In St. Paul he remained about ten years, and during the

most of that time worked at his trade, although for a while he was in business for himself. His next move was to Grand Forks, Dakota. He was the first tinner in the Territory north of Fargo, and in all the distance to the British line, 1,250 miles, there was not another. In partnership with a man named W. H. Brown, he established a tin and hardware business, and also handled sash, doors, etc., their combined capital being \$1,500, and in six months they were doing a wholesale business, their trade extending far up and down the Red river, and into the British possessions. They purchased their goods at wholesale rates in St. Paul, and could sell in competition with St. Paul houses. This enterprise, known as the Pioneer Hardware Store, they conducted together for three years and three months, and at the end of that time, Mr. Metzler disposed of his interests, he having in the meantime embarked in other business enterprises on an extensive scale.

In 1882 Mr. Metzler came out to Washington. His first venture here was in the purchase of a large dairy ranch east of the mountains, seven miles from Waitsburg, on the Texas ferry road, in Columbia county, buying it from the O. R. & N. Company; but this property he afterward sold. His family in the meantime were in Tacoma, and he joined them here and located permanently. In partnership with Captain Burns, he started the first water works in the city, taking the water from the springs to supply only the Grand Central hotel at first, but afterward supplying other customers as well. About two years later they sold out to the Tacoma Light and Water Company. Mr. Metzler and Mr. Burns were not only associated together in their water enterprise, but that same year, 1883, they also opened a brick yard on Pacific avenue, where the National Bank of Commerce now stands, and this brick yard they operated one year. In the same year Mr. Metzler and S. M. Nolan built the Grand Central hotel. The following year Mr. Metzler and Captain Burns erected a two-story brick block adjoining the present site of the bank above mentioned. The steam laundry was started by a company, and on account of complications it became necessary for Mr. Metzler to take it, in preserving his own interests; and this he operated for six or eight months before he was able to dispose of it. He also inaugurated a sawmill enterprise at Buckley, but sold the machinery and plant before it commenced op-

erations. He is interested in mining enterprises in the Okanogan country, and has investments in and about Tacoma as well, among them the Puget Sound Dressed Beef and Packing Company, and the Commencement Bay Improvement Company. In 1882 he built his first residence in Tacoma, at the corner of Yakima avenue and Nineteenth street, his intention being to subsequently utilize the building as a barn; but he disposed of it two years later. Next, he bought and built on Fifteenth street and Tacoma avenue. This part of the city was then in the woods and all about him was dense forest, and the clearing and improving of it involved not only a heavy expense but also a great amount of hard labor. From the above it will be seen that Mr. Metzler has been intimately connected with the development of Tacoma, and that he is still interested in its further progress. In 1889, he built a \$10,000 residence on the corner of North E and Third streets.

He was married at St. Paul, Minnesota, May 20, 1869, to Miss Louise Greve, a native of Mecklenburg, Germany, who came to America when a child of five years with her parents and was reared in this country. She is a daughter of Louis and Johanna (Graff) Greve, who landed near Dunkirk, New York, upon their arrival here. Mr. and Mrs. Metzler have five children, viz.: Minnie E., Clara Louise, Frances C., Ettie Ione, and Louie Alice.

DR. J. S. WINTERMUTE, Tacoma, Washington, was born at St. Paul, Minnesota, April 27, 1860, son of Peter P. Wintermute, one of the early residents of St. Paul. The Wintermutes have long been residents of America, the progenitor of the family in this country having settled in New Jersey in 1736.

When the subject of our sketch was a mere child, his parents removed from St. Paul to Canada, where he was reared, receiving his education at Weston Academy. His tastes and inclinations were in the direction of the medical profession, and at an early age he began reading with a view of familiarizing himself with its rudiments. In 1880 he began attending the medical department of the University of Michigan, Ann Arbor, and after two years spent at that place, he entered Rush Medical College,

Chicago, where he graduated in 1883. He then came to the Pacific coast, and, after a brief stay in San Francisco, proceeded to Tacoma, where he opened an office, established himself in practice, and soon became a leading member of the profession. He was one of the first members of the Pierce County Medical Society, and was one of the prime movers in organizing the Washington State Medical Society, founded in 1889. For eight years, beginning with 1883, he was associate physician to the Fanny Paddock Memorial Hospital.

Dr. Wintermute was married in 1888 to Miss Florence R. Jones, of Olympia, Washington. Fraternally, he is a member of the Uniform Rank, Knights of Pythias.

Although a young man in years, Dr. Wintermute is one of the oldest practicing physicians in Tacoma, from the standpoint of time of practice here. Of him it may be said that he has always been a thinker in the line of development of his profession, and ever remained a close student, keeping in touch with the great progress made in the science of medicine. As a citizen of Tacoma, he has always been prominent and active, and is reckoned among those who have stood by the city in days of good fortune and adversity alike, and helped to build it up to its present proportions and prominence.



DR. GEORGE C. WAGNER, is one of the representative physicians of Tacoma, and a man of the highest standing in his profession.

He is a native of the Dominion of Canada born at Dickinson's Landing, Ontario, on November 8, 1859, his parents being Dr. William H. and Margaret E. (Dixon) Wagner.

His elementary education was obtained in the common schools and in the Cornwall high school, and at the age of seventeen years, by diligence and close application to study, he had progressed far enough to admit of taking up the study of medicine, which he designed to make his life occupation.

He matriculated at McGill University, and after taking the course required by that old institution, which ranks among the first on this continent, he graduated with honor in the class of 1881. He at once entered upon the practice of his profession at his birthplace in Ontario,

where he remained until 1888, at which time he removed to Tacoma. He is thoroughly identified with the interests of the city of his choice, and in his profession is one of its ablest exponents.

In 1893 he was married to Miss Heartie Griggs, daughter of Crandall C. W. Griggs, one of the leading citizens of the Northwest.

Dr. Wagner is a member of the Pierce County Medical Society, and of the Washington State Medical Society, and since 1891, he has been Secretary of the latter body. Few men have taken as deep an interest in medical affairs or contributed more fully to all which pertains to the welfare of the profession, and few are more justly deserving of the gratitude of the people than Dr. Wagner.



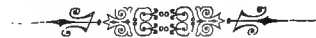
EARLE & ENGELBRECHT.—This manufacturing firm, composed of Alfred Earle and R. T. Engelbrecht, represent the leading boat-building interest of Seattle. Their factory is located on Lake Washington, near Madison street, is two stories high, 80 x 80 feet, and fully equipped with the latest improved facilities to transact the finest quality of boat-building, in yachts, steam launches, canoes and boats of all sizes and descriptions.

Mr. Earle, the business manager of the firm, is a native of Liverpool, and came to California about 1889. Prior to the present partnership he was connected with Mr. Engelbrecht in mining interests on the Stickeen river.

Mr. Engelbrecht, the practical member of the firm, was born in San Francisco, California, November 23, 1868, a son of Herman Engelbrecht, a native of Germany. The latter emigrated to America in 1859, and in the following year located in San Francisco, where he subsequently became extensively engaged in the manufacture of tobacco and cigars. R. T. Engelbrecht made several trips to Germany in his boyhood, and attended school in Dresden, but completed his education at Santa Clara College and St. Ignatius College, California, graduating at the latter institution in 1885. He then entered on his boat-building experience with George W. Kneass, of San Francisco, where he remained five years, and during that time also took lessons in drawing from F. S. Shields, the leading draughtsman at Mare Island navy yard, and

later with the Union Iron Works. Mr. Engelbrecht was a faithful and diligent student, and has made a fine reputation in modeling and building canoes. In 1887 he built a sailing canoe sixteen feet long and three-foot beam, which he entered at the Mechanics' Fair in San Francisco, and received a diploma and bronze medal. His work has received many of the first prizes in competitive races on the water.

In 1889 Messrs. Earle and Engelbrecht engaged in mining on the Stickeen river, Alaska, which they continued two seasons, but without material success. In November, 1891, they formed their present co-partnership, erected their boat-house, and, against strong competition, have built an extensive and lucrative business, which was founded upon scientific knowledge, conscientiously observed. Their ability to turn out fine work has promoted the interest in pleasure-boating, and the firm are now employing from ten to twenty-five men in the construction of every variety of pleasure craft. The establishment embraces a complete steam and electric plant, with facilities for nickel-plating all of their yacht fittings. They build light and heavy boats for sail and steam purposes, and have received contracts from the Government for two revenue launches. The firm have established a fine reputation, with a bright promise for a successful future.



CALVIN G. SHAW, a prosperous and progressive citizen of Clarke county, Washington, has the distinction of claiming the same birth-place as the illustrious Daniel Webster, the spot being Salisbury, New Hampshire; there he first saw the light of day in 1843, and grew to maturity surrounded by the wholesome influences of simple New England life. His parents, Abraham and Hannah (Fifield) Shaw, were also natives of New Hampshire and descendants of the sturdy and honored colonists of the new world. Calvin G. is the ninth of a family of ten children; when his school days were ended he was variously occupied until he was twenty-two years of age; this was the turning-point, and the beginning of a useful career. Attracted by the many promising reports of the great West, he started out in pursuit of the fortune the new and untried country might have in store for him. He went to Clay county,

Dakota, and for twenty-three years resided there; he was Postmaster of the town of Vermillion for a number of years, and represented the people of the county as Clerk for a term of two years.

He was married, while a resident of that State, to Miss Abby Langhton, a native of the State of Maine; this event was solemnized September 1, 1872. They have had born to them two children, Leon A. and G. L.

Mr. Shaw identified himself with the citizens of Clarke county in 1889, and is now living in a beautiful home in Fruit valley, just outside the city limits of Vancouver. He purchased this place twelve years ago, when making a visit in the State, and twelve years of industry and thrifty management have wrought a change that reflects great credit upon the owner; he has twenty-four acres, twenty of which are devoted to fruit culture; the varieties of prune embrace the Italian, French and Silver, and two acres of Bartlett pears yield a most profuse harvest. Mr. Shaw dries his entire prune product, the estimate of his crop for 1893 being twenty tons.

The political questions of the day present an interesting subject to Mr. Shaw, and he views them as an uncompromising Republican. He is a member of the Masonic order, belonging to the blue lodge and chapter. He is a man of untiring energy, and has done much to further the industries of the community where he has been heartily welcomed as a citizen.



ISAAC W. ROWLAND, one of the most enterprising and successful business men of Lewisville, Clarke county, is fully entitled to the space that has been accorded him in this history. He is a native of the State of Indiana, born August 28, 1837, and a son of William and Clarissa (Rundell) Rowland; the father was born in the old Keystone State in the year 1800, and the mother was a native of New York State. The Rowlands emigrated from Wales to America; Griffith Rowland, the paternal grandfather of our subject, kept the first hotel on the old stage road near the summit of the Alleghany mountains. Isaac W. is the fourth of a family of thirteen children; he remained at home and assisted in the labors of the farm until he was nineteen years of age, when he turned

his attention to teaching. The great Civil war soon broke in upon his professional work, and the voice of duty called him to the battle-field; he enlisted in 1862 in the Seventy-eighth Pennsylvania Volunteer Infantry, serving one year; early in 1864 he re-enlisted in the Seventh Pennsylvania Cavalry, and did not lay down arms until the welcome declaration of peace. He resumed teaching, but after his removal to Jefferson City, Missouri, he turned his attention to agriculture.

Attracted by the superior climate and productive soil of the coast States Mr. Rowland came to Oregon in 1880; two years later he purchased property near Lewisville, Washington; the tract consisted of eighty acres, and he took up a homestead of eighty acres, and to this he has since added by purchase thirty-seven acres; he has twenty-five acres under good cultivation, and has an excellent orchard for family use.

He was appointed Postmaster in 1882, and has since held the position; possessing good executive ability he manages the business of the office with great precision to the least detail. He is an ardent advocate of temperance reform, and has taken a deep interest in educational matters; he has been a member of the School Board a number of years, and in this capacity has been able to carry out some cherished plans that have done much to elevate the standard both of teachers and pupils.

He was married in Pennsylvania, May 23, 1865, to Miss Susan B. Neville, whose death occurred August 14, 1870; one child was born of this union, a son named Harry B. Mr. Rowland was married a second time, February 23, 1871, to Mrs. Mary E. Colyer, *nee* Manes. They are the parents of three children: Edwin L., Edgar J. and Cora R.

The mercantile business of which Mr. Rowland is the head was established in 1885; he started with a small capital, but a large patronage soon placed his establishment in the front ranks, and he is regarded as a most valuable addition to commercial circles in Clarke county. The upper part of the building he occupies is used as a city hall, and affords a place for entertainments and the meeting of local societies. Mr. Rowland is a member of the I. O. O. F., Lewisville Lodge, No. 97, which was organized May 2, 1891.

The unlimited quantities of a substance called land plaster, found near Lewisville, promise a



G. A. Ward

new source of income to the county; this material is being tested as a fertilizer, and Mr. Rowland has given his personal attention to the experiments; should it prove a valuable fertilizer its cheapness will render it one of the most desirable yet offered in the market.



DR. GIDEON ALLEN WEED, one of the most prominent medical practitioners in the State of Washington, and the oldest in the city of Seattle, has placed a continent between himself and his birthplace, his birth having occurred in New Providence, New Jersey, March 7, 1833. He comes of Revolutionary stock, his grandfathers on both sides, who came to America in an early day, having participated in that memorable struggle on the side of independence. The father of the subject of this sketch was born in Lanesboro, Massachusetts, and was one of eleven children. He was reared on a farm, to habits of thrift and industry, which characterized him through life. On attaining mature years, he removed to the town of New Providence, where he engaged in manufacturing interests, in which he continued for the rest of his life. He married Miss Martha Doty, a native of New Jersey and a descendant of an old and honored family. They had seven children, the subject of this sketch being the youngest of four sons and the only one now living.

Dr. Weed was reared in his birthplace and received a preliminary education in the common schools, which was greatly supplemented by private study and self-culture. In 1856, when twenty-three years of age, he went to New York city and began the study of medicine, which he afterward continued at Rush Medical College, in Chicago, where he subsequently graduated with honor. The following year he was married, and in the ensuing year of 1858 he came with his wife to the Pacific Coast by way of Panama, settling temporarily in Salem, Oregon. In the spring of 1859, he and family removed to Sacramento, California, where he practiced medicine for nearly a year. In the fall of 1861, at the time of the Washoe mining excitement in Nevada, Dr. Weed went to that camp and practiced medicine at Washoe City for six years. During the civil war, Dr. Weed was commissioned surgeon, with the rank of Major, and served on the staff of Brigadier General Slingerland, of

the Nevada State militia, during the rebellion. In 1867 and 1868, he practiced medicine at Crystal Peak, Nevada, and in 1868 and 1869 he was similarly engaged at Truckee, California. In the spring of 1870, he removed to Vallejo, California, where he practiced until the fall of the same year, at which time he came to Seattle, where he has ever since resided. Seattle was then a hamlet of 1,100 people, with small prospect of its present flourishing condition, but, being pleased with its unrivaled location, and becoming impressed with the belief that this village was destined to develop into a large city, he decided to make a permanent settlement here, which he accordingly did and began a general practice. Experiencing the difficulties of travel, to meet the exigencies of the case, he established, in 1874, a private infirmary at Seattle, to care for and alleviate the sufferings of the sick. He is also connected there with a hospital for the indigent sick of the county, this being the first systematized effort in that direction. This is but one of his many contributions to the public welfare, devotion to which is one of his distinguishing characteristics.

In 1876, he was elected Mayor of Seattle, and so well did he discharge the duties incumbent on him that he was re-elected to succeed himself. His administration was marked by painstaking efforts and the institution of many reforms in municipal matters, which gained the confidence and esteem of all citizens, irrespective of party lines. His sympathies have been broad and comprehensive, including not only the physical and political condition of the people, but also their moral and educational advancement, and along these lines he has contributed his time and means to the extent of his ability. He was for ten years Regent of the Territorial University, to the progress and welfare of which he gave the best energies of his mind and heart. He was one of the organizers and founders of the Territorial Medical Society, which came into being in 1873, and, owing to difficulties of travel, was indifferently supported until 1879. It was then reorganized with Dr. Weed as President, with success insured. He has since filled nearly every office in the society, which was subsequently merged into the State Medical Society, the original members being termed charter members of the new association. Dr. Weed was also prominent in the organization of the King County Medical Society, in 1888, of which he was elected the first President.

Politically, the Doctor was originally an ardent Abolitionist and aggressively opposed to human slavery. He supported the Republican presidential candidates from Fremont to Garfield, but since then has voted with the Prohibitionists.

In October, 1857, Dr. Weed was married, in New York city, to Miss Adeline M. Willis, a lady of education and refinement, formerly of Marion, Iowa, who has been a helpmeet in every sense of the word, sharing his frontier hardships, and contributing to his present prosperity. They have two children: Benjamin and Mabel, both now attending the University of California.

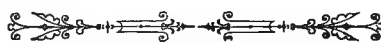
Dr. Weed's professional life has been attended by an extensive and successful practice. His influence is ever exerted on the side of material and moral advancement, and his efforts are assured in enterprises which tend toward the development of his adopted city.



JOHAN F. SHEEHAN, one of the oldest business men of Port Townsend, was born in Baltimore, Maryland, in 1840, a son of James and Mary (Hogan) Sheehan, natives of Ireland. The father died in 1841, and the widow and two sons, our subject being the youngest in order of birth, then visited Ireland. One year later John F. returned to America, and was reared by his uncle, Jerry Hogan, at New Orleans. In 1856, when but a mere boy, he started out in the world for his self-support, and arrived in San Francisco, via the Nicaragua route, in the summer of that year. His first ambition was to engage in mining, but after a brief experience at that work he returned to San Francisco, where he was engaged in various occupations, a portion of the time having been employed as assistant tinner, thus laying the foundation for his later business connection. With the Fraser river gold excitement of 1858, young Sheehan came to Puget Sound, and thence to the mines, where he spent eighteen months of hard labor and exposure without equivalent compensation. He next located in Port Townsend, and since that time has been engaged in the hardware business. In 1863 Mr. Sheehan purchased his present business site on Water street, and erected a frame building, where he conducted his store until 1888. In

that year he built his present brick block. Commencing business with tinware and stoves, his stock has since been increased to meet the requirements of the people, and to which he has since added hardware and plumbing goods. Mr. Sheehan served two years as a member of the City Council of Port Townsend, and in 1882 was elected Sheriff of Jefferson county, which position he has held with satisfaction to the citizens and with credit to himself for three successive terms. In November, 1892, he was elected Assessor of this county, and entered upon the duties of the office in the following January.

At Port Townsend, in 1865, our subject was united in marriage with Miss Mary L. Loftus, a native of St. Louis, Missouri. They have seven living children: Rose M., James A., John F., Paul M., Ursula H., Frank L. and Regina R. For about thirty years Mr. Sheehan has conducted a lucrative and successful business, has acquired much valuable property, has been closely identified with the development of the city, and was one of the incorporators of the Commercial Bank. He has reared his family in the Catholic faith, all being members of that church, in which he has served as Trustee for many years.



RIGHT REV. JOHN ADAMS PADDOCK, D. D., Bishop of the jurisdiction of Olympia, who for the past forty-four years has been a minister of the gospel and engaged in enlightening and uplifting humanity, was born in Norwich, Connecticut, January 19, 1825. His father, Rev. Seth B. Paddock, was for many years rector of Christ Church in Norwich, and, like his wife, Emily, *nee* Flagg, was of New England birth, their ancestors having settled in America in an early day, and played an important part in her history.

The present Bishop of Washington was reared in his native city, and received his preliminary education in her excellent schools, completing his studies at Trinity College, in Hartford, Connecticut. He was ordained to the diaconate at Cheshire, that State, by Bishop Brownell, on July 22, 1849, and ordained to the priesthood in Stratford, the same State, on April 30, 1850, by the same Bishop.

In October, 1849, he became rector of Christ Church at Stratford, and in April, 1855, rector of St. Peter's Church in Brooklyn, New York, remaining in the latter place nearly twenty-six years, or until elected Missionary Bishop of Washington Territory at the General Convention in October, 1880. He was consecrated in St. Peter's Church, Brooklyn, on December 15 of the same year, by Bishops Benjamin B. Smith, H. Porter and B. H. Paddock (his brother), Bishop Stevens preaching the sermon.

Bishop Paddock's residence is now at Tacoma, where under his supervision there has been erected a school for boys and another for girls, and also a hospital, all of which are, to a certain extent, endowed. The missionary jurisdiction of the Protestant Episcopal Church in Washington was divided at the last General Convention into the dioceses of Olympia and Spokane, Bishop Paddock taking the former, embracing the western portion of the State.

April 23, 1856, Bishop Paddock was married to Miss Fanuy C. Fanning, of Hudson, New York, who, in their twenty-five years of wedded life, was to him a faithful counselor and friend. Mrs. Paddock died at Portland, Oregon, April 19, 1881, when en route to their new home in Washington Territory. Bishop Paddock has five children living: Addie; Mills, of the United States army; Fanny, now Mrs. J. M. Miller, of Tacoma; Robert, in Trinity College, at Hartford, Connecticut, studying for the ministry; Ellie and Florence, at home.

Bishop Paddock's life has been one of continued activity and usefulness, spent in preparing for or in the discharge of the duties of the ministry, of which he is one of the most faithful and efficient servants, his labors having been blessed beyond his most ardent expectations, to the glory of the cause and the spread of universal truth.



JOSEPH CONNELL, a leading spirit of Tumwater, Washington, of which he is an honored pioneer, was born in Wayne county, Ohio, June 11, 1820. His parents, Bela Smith and Jane (McClaran) Connell, were natives of New York State and Pennsylvania, respectively. Of their children, three sons are now living: John Connell, in California, and

Marion, residing in Butte, Montana, both married and having families; and Joseph, the subject of this sketch. They removed to Ohio in an early day and thence, in 1838, to Michigan City, La Porte county, Indiana, then on the extreme frontier. They were persons of intelligence, energy and high moral character, typical pioneers, worthy to rank with the best of those who planted the early seeds of civilization in the western wilds.

The subject of this sketch was reared on a farm, assisting in home duties during the summer months and attending the pioneer schools in winter. He was eighteen years of age when he accompanied his parents to their new home in Indiana, where he resided until 1844, at which time he went to New Buffalo, Berrien county, Michigan. The immediate cause of his emigration to the Peninsular State was owing to his inability to obtain a marriage license in Indiana, and he, with his intended helpmate, went to Michigan, where no license was required. The young couple remained in New Buffalo until 1853, when being induced by a spirit of adventure and the liberal grants of land given by the Government to actual settlers on the Pacific coast, Mr. Connell and his wife started westward by ox teams across the plains to Washington Territory. Their first permanent camp was made in the fall of that year on Bush prairie, in Thurston county, that Territory. They remained there but a short time, removing, in October, 1853, to what was then known as New Market, now called Tumwater, Washington. Mr. Connell here bought property and built a home, entering the lumber business as an employe of Ward and Hays, owners of a large sawmill at the falls of Tumwater. He was thus engaged in 1855, when the gold excitement commenced in the mines at Colville, Washington, whither he went, leaving his wife in Tumwater. He remained at the mines but a short time, however, as the Indians were on the war path, and it was considered unsafe in that locality. Accordingly, in 1856, he returned to his home in Tumwater, and since then has not only never been out of the county, but has never been away from Tumwater. He owns a comfortable home, a large orchard and flourishing garden, and is numbered among the most substantial men in the city.

In 1853, Mr. Connell was married to Sarah V. Thompson, as formerly mentioned, in New Buffalo, Michigan. She was born on Christmas

day, 1814, in Hamilton county, Ohio, and is a daughter of Benjamin and Agnes (Balsor) Thompson, residents of the Buckeye State, where her father is a prosperous and influential farmer. Mr. and Mrs. Connell reside in Tumwater alone, their three children having died.

Mr. Connell's popularity in his vicinity is shown by his long service in official positions of trust and responsibility, the discharge of his duties having been characterized by promptness, energy and ability. He was for eight years an efficient County Commissioner, and for one term filled the responsible position of Constable, besides having been the first Marshal of Tumwater. If any further evidence of the esteem of his neighbors were necessary, it might be found in the universal and out-spoken good will of his community.



JOHAN R. WOLCOTT, of Seattle, Washington, was born in Holland Patent, Oneida county, New York, May 19, 1848, a son of Frederick J. and Catherine (Northrop) Wolcott, natives also of New York. They were descended from Puritan stock, who settled in Rhode Island and Connecticut soon after the landing of the Pilgrims.

John R., the subject of this sketch, was reared to farm life, and educated in the district schools, with a course at Whitestone Seminary. Answering to the spirit of patriotism in 1864, though but sixteen years of age, he enlisted in Company A, Ninetieth New York Infantry. He served in the Shenandoah valley, under General Sheridan, took part in the battle of Cedar Creek and in numerous skirmishes with Moseby's guerrillas. Mr. Wolcott was honorably discharged in June, 1865, and for the following three years was engaged in study and farm work. In 1868 he engaged in the cattle business in Kansas. Success attended his efforts, but he was attacked by the prevailing disease, chills and fever, and returned to the East. In 1873, in company with his brother, Frederick M., he began the real-estate business in Toledo, Ohio, and was thus engaged until the death of the latter, in 1877. Mr. Wolcott was then placed in charge of an estate of about 8,000 acres, which embraced property in the Hanging Rock iron fields, in the Hocking valley coal fields, and a stone quarry in southern Ohio. He

developed and leased the mines, changed the estate from chaos to financial basis, and while thus employed gained his first lessons in handling mining property. Completing his labor about three years later, he received similar employment in Ohio and Kentucky until 1882. In that year he went to Minneapolis, and identified himself with real-estate interests through the Northwest. In 1885 Mr. Wolcott located the Sand Coulee coal fields, near Great Falls, Montana, for a syndicate of Minneapolis capitalists, with additional mining interests in the Gogebic iron range in Northern Wisconsin and the Vermillion range in Minnesota. In 1887 our subject came to the Pacific coast, spent one year traveling through California, investigating the supply and demand for iron and coke. Concluding that both could be found in the Puget Sound country, he came to Seattle, continuing his investigations and satisfying himself as to quantity, quality and location. He then interested Minneapolis capitalists which resulted in the organization of the Puget Sound Iron Company and the North Seattle Company. The former company purchased 1,000 acres of land in Skagit country, which included three miles of the Skagit iron range, and the latter company bought 1,350 acres, with two miles of water front adjoining Seattle on the north. Of the latter, 250 acres has been cleared, roads are being constructed, and furnaces erected for the manufacture of coke and iron.

Mr. Wolcott was married in Cincinnati, in 1878, to Miss Mary E. Shannafelt, a native of Michigan.



CHESTER B. WALSWORTH, one of the enterprising business men of Seattle, was born in Knoxville, Missouri, August 8, 1867, the eldest son of Henry T. and Jennie B. (Clark) Walsworth. The father, a native of New York, removed to California during the gold excitement of 1849, making the journey across the plains with ox teams. He followed mining eight years, experiencing the average life of a miner, although he finally retired from the business with a substantial amount of money. Mr. Walsworth then followed farming in his native State until the opening of the Civil war, enlisting during the latter part of the struggle in an Illinois regiment, and was present at the final

surrender. He then located in Ray county, Missouri, where he was subsequently married, but in 1867 closed his affairs there, and, with prairie outfit, moved his family to California. He soon afterward came to Seattle, Washington, where he started a small dairy on the Mercer farm, and carried it successfully forward for ten years. Mr. Walsworth then bought an improved farm of 160 acres on White river, to which he removed and continued the dairy business, also purchasing property in Seattle for investment. In 1892 he returned to this city and his death occurred here December 26, of the same year. His widow is still living.

Chester B. Walsworth, the subject of this sketch, received his education in the public schools of Seattle, and at the Territorial University. At the age of eighteen years he opened a small grocery store in North Seattle, but one year later embarked in the real-estate and abstract business, making complete abstracts for Kitsap and Snohomish counties. He handles both city and county property, either by purchase or on commission. In 1893 Mr. Walsworth conceived the idea of being his own advertiser, and to that end began the publication of a weekly journal, entitled *The Investor*, noting the various properties he offers for sale. He circulates his paper throughout the city and county, by mail and carrier.

In Seattle, in 1891, our subject was united in marriage with Miss Mildred L. Brown, a native of Pennsylvania. They have one child, Juanita. In his social relations, Mr. Walsworth affiliates with the I. O. O. F., K. of P., A. O. U. W. and the Sons of Veterans, but being a close adherent to business interests, he finds little time for social recreation.

F P. KELLEY, a resident of Pierce county, Washington, was born in Franklin county, Illinois, July 23, 1852. He is a brother of Hon. W. B. Kelley, and a son of Hon. Nathan T. Kelley, extended mention of whom will be found in the sketch of the former on another page of this work.

F. P. Kelley crossed the plains with his parents when he was twelve years old and lived with them on the homestead. As school facilities here were limited at that time, he received only a common school education. When quite young he assisted his father in clearing the land

and together they succeeded in bringing two-thirds of the original 160 acres under cultivation. He remained with his parents during all their years of toil and old age, and may to-day be found on the old homestead.

Mr. Kelley is unmarried.

WILLIAM ANDREWS, of King county, Washington, was born on Christmas day, 1826, in Augusta, Maine, a descendant of Colonial ancestors. His father, William Andrews, Sr., was born in Augusta in 1783, and was a veteran of the war of 1812. The mother of our subject was before her marriage, Miss Sarah Bassett. She was born in Maine in 1788, granddaughter of Henry Bassett, a Colonel in the Revolutionary war. Grandfather D. Andrews, a native of Spain, also fought in the Revolutionary war.

William Andrews remained with his father until he was twenty-four years of age, they having been engaged in the fisheries off the coast of Newfoundland and Cape Breton island. In 1850 he left home and went to Boston, Massachusetts, where he turned his attention to tanning and the manufacture of leather. After four years' steady work he grew tired of this business and sold out. He then went to Richmond, Maine, and commenced building ships, scows and small boats, in which he was engaged two years. Again he sold out. Going to La Salle county, Illinois, he bought land and settled down to farming, and in this new occupation he was as successful as he had been in his other enterprises. After thirteen years spent on the farm there, he again sought a new field of action, went to Marion county, Kansas, and engaged in the cattle business, raising cattle and shipping from various points throughout western Texas and northern Kansas. In this business he continued twelve years.

In 1882 Mr. Andrews came West and took up his abode in Seattle, Washington, where he engaged in contracting and house moving. Soon afterward he bought two relinquishments of school land near Stuck river in King county, paying for the same about \$3 per acre, and when the land was sold at public auction by the State in 1891, he bought it at \$40 per acre, his improvements being appraised at \$1,650. At present he has over 100 acres under cultivation and the rest in pasture.

Mr. Andrews has been twice married. His first wife, *nee* Eliza J. Bennis, a native of New York, died and left an only daughter. This daughter is now a resident of Illinois. In 1870 he married Manda J. Cooper, and they have four children, all under the parental roof.

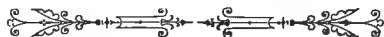


JAMES E. SALES, who has long been identified with the agricultural interests of Pierce county, Washington, was born October 20, 1853, at the place where the city of Tacoma has since sprung up. His parents, William and Eliza Sales, were of English nativity and were among the pioneers of the Northwest. When James E. was eighteen months old he was taken to raise by Edward and Martha Crofts, their children all having died. He spent his childhood and grew to adult years in Pierce county, about six miles south of Tacoma, on the Croft's donation claim of 320 acres, and remained with Mr. and Mrs. Crofts until their death. He is still residing on the old homestead, where for the past forty years he has been engaged in farming, gardening and stock raising.

Mr. Sales has never sought office of any kind, but has repeatedly been elected School Director and Constable of his district. He is a member of the Masonic order, belonging to Steilacoom Lodge No. 2, F. & A. M., and also to Fern Hill Lodge, No. 80.

Mrs. Sales was formerly Miss Josephine Hegele. She was born in Minnesota in 1858, and came with her parents to San Francisco, thence to Portland, Oregon, and a short time later to Pierce county, Washington, where she met and married Mr. Sales. They have seven children, at this writing all members of the home circle.

Such, in brief, is a sketch of one of the representative farmers of Pierce county.



CHARLES COPPIN, proprietor of Coppin's water works, of Seattle, was born in Lorain county, Ohio, October 15, 1817, a son of James and Elizabeth Coppin, natives of England, but descended from the Saxon race of Germany. The father, a Wes-

leyan Methodist minister, removed with his family to the United States in 1815, where he followed ministerial work in Ohio until his death, in 1878, at the advanced age of 104 years.

Charles Coppin, the youngest of nine children, and the only surviving member of the family, experienced exceeding hardships in his early life, as the family were poor, and steady and laborious work was the order of the day, with no school privileges. He followed farming until fourteen years of age, when he went to Buffalo, New York, and enlisted in the United States navy as apprentice boy. After two years on the schoolship Ohio, at Boston harbor, he sailed on the Cumberland for Mediterranean and European ports. At the age of twenty-one years Mr. Coppin resigned his position in the navy, although he was encouraged to remain, but he preferred the freedom and independence of civil life. After his discharge he made two trips to Liverpool on merchant ships, before the mast, after which he returned to his home in Ohio, to learn the carpenter and machinist's trades. He followed those occupations as a master workman and mechanic in different parts of the State, and during that time erected bridges for the first railroad in the United States, to run between Sandusky and Mansfield, but which was never completed on account of financial troubles. Mr. Coppin worked on the Lake Shore road two and a half years without compensation, building bridges between Buffalo and Toledo, and also gave them the right of way across 160 acres of land. The company was then too poor to pay for labor, but our subject still holds a life pass over the road. He was employed as foreman on the Union depot, at Cleveland, a structure 640 x 180 feet, assisted in erecting the water works of that city, and a large number of the flour mills of Ohio were constructed under his supervision.

Mr. Coppin followed railroad work during the summer months for sixteen years, and during the winters would work in the shipyards on Lake Erie. He could draw a model, build and rig a ship, and was an able navigator, making frequent trips between Buffalo and Chicago. In 1866 he engaged in building flour and saw mills through the State of Michigan, and for the following two years owned and operated a flour mill in Ionia county, that State. In 1871 he came to Seattle, where he first followed carpentering and building, also bridge

and trussel work on the Northern Pacific and other railroads of the State. Mr. Coppin next purchased his present property on the corner of Ninth and Columbia streets, and erected a number of tenement houses. In 1875 he dug a well six feet in diameter and 135 feet deep, erected a wind mill to furnish water for his tenants, and subsequently secured a franchise from the city for water works. He purchased a steam engine and pump, and thus increased his supply, pumping to a raised reservoir or tank, and distributing through five miles of mains. The capacity of his well has never been fully determined, although he has pumped 900,000 gallons in twenty-four hours. The water is of the finest quality, and valuable for domestic purposes.

Mr. Coppin was married in Ohio, to Miss Betsey O'Brien, who died in 1884. They were the parents of four children, all of whom are now deceased. Mr. Coppin has reared and educated four other children, who are now supporting themselves. Socially, he affiliates with the I. O. O. F., and is in politics an ardent Republican. He was active in the Lincoln campaign of 1860, and subsequently served four years in the Ohio Legislature. Though seventy-five years of age, Mr. Coppin is still active, with a mind and body well preserved, and bears every evidence of enjoying the extreme longevity of his ancestors.



ARTHUR R. McLAUGHLIN, secretary and treasurer of the Port Townsend Steel Wire & Nail Company, was born in Covington, Kentucky, September 25, 1864, a son of William P. and Sarah M. (Avard) McLaughlin, natives of Kentucky and Virginia, respectively. The father was an extensive manufacturer of plug tobacco at Cincinnati, having succeeded his father, who established the business about 1855. In 1870 Mr. McLaughlin removed to Frankfort, Kentucky, to establish his factory at the State penitentiary, where he continued five years, employing about 200 hands. In 1875 he returned to Covington, engaged in the real-estate business, was also active in the Democratic politics of the city, served a short term as Mayor, was elected Justice of the Peace in 1879, and is still the incumbent of that office.

Arthur R. McLaughlin received his education at the Chickering Institute, at Cincinnati. At the age of seventeen years he began the study of law, but subsequently decided to follow a business rather than a professional life, he went to Newport, Kentucky, and engaged with J. W. Livezey & Company as time keeper and paymaster at their sawmill, the largest in that country. After one year there he traveled through the cities of the South, returned to Covington, was employed as bookkeeper in a mercantile house about eighteen months, and was then induced by a friend who was establishing the Cincinnati Wire Nail Company to enter his employ and learn the business. With the subsequent sale of the establishment, and the organization of the United States Wire Nail Company, Mr. McLaughlin engaged with the latter company, where he remained until the summer of 1889. The works were then removed to Jackson, Ohio, the company having purchased the Jackson Steel Works, and combined the two industries, our subject continuing in their employ, in the making and repairing of tools. In February, 1891, he returned to Covington, and embarked in the real-estate business with his father. In October, 1891, Mr. McLaughlin was employed as superintendent of the New Philadelphia Wire Nail Company, but in the spring of 1892 resigned his position to come to Port Townsend, to superintend the erection of the new factory, of which he is now secretary and treasurer.

Mr. McLaughlin was married in Indianapolis, Indiana, June 27, 1888, to Miss Eva Bruce, of Scotch ancestry, and her parents were among the early pioneers of Indiana.



WILLIAM PAYNE, one of the successful lumbermen of the Northwest, was born in New Brunswick, May 28, 1845. His parents, William and Mary (Brow) Payne, were of Scotch-Irish ancestry, and were engaged in agricultural pursuits. At an early age our subject began work on the farm, thus being deprived of educational advantages higher than those of the common schools. At the age of twenty years he started on his journey Westward. In Wisconsin he spent about one year in the logging camps and in driving logs upon the river, having had experience in both occu-

pations in the woods of New Brunswick. In the spring of 1866 he drove an ox team across the plains for Smith & Galbraith, the great freighters of Kansas City, carrying Government supplies to the Big Horn river, in Montana. Duly arriving, a small company of eleven men was organized, who purchased two yoke of oxen and a light wagon, and drove 200 miles farther westward, to the Virginia City mines, where they arrived December 5, 1866, after rather serious experiences with the Indians and from high water in Yellowstone river. They were obliged to ford the river, using their wagon-box for a boat. During that winter Mr. Payne was engaged in mining, and in the spring of 1867 went to the mines of Lemhi, where he spent the following summer, but was unsuccessful in his ventures.

Being of an observing nature, he made a study of the old miners of fifteen and twenty years' experience, and they seemed such a dejected and discouraged class of men that he became disheartened, and, thinking that he might find more brightness and better assurance of prosperity, started for Puget Sound, arriving at Port Gamble in the fall of 1867. Mr. Payne found work in a logging camp on Hood's canal until in March, 1868, was then similarly engaged with various companies at Port Discovery until 1874, and then embarked in that business for himself. He made his home at New Dungeness until 1882, conducting a logging camp in Clallam county, and at the same time followed farming on a fine farm of 160 acres near town. In 1882 he removed his family to Port Townsend, where he has ever since resided, meanwhile continuing his logging camps in Clallam, Jefferson and Island counties. He has cut over thousands of acres of timber, constantly employing from twenty to fifty men. Mr. Payne has also built a number of houses in Port Townsend to rent, and in 1889 erected his spacious home on the corner of Taylor and Lawrence streets, where he now resides. He has an interest in the Pioneer block, besides owing much improved city property and hundreds of acres of timber land in the counties where he has worked.

Our subject was married at New Dungeness, Washington, January 17, 1875, to Miss Irena C. Pilcher, who was born at Gold Hill mining camp, California. They have four children: Sadie J., William W., Florence J. and Alice M. In political matters Mr. Payne is a Democrat,

has served two terms in the Legislature, and from 1888 to 1892 was a member of the City Council. He was one of the organizers and for two years was president of the State Bank of Washington, is a stockholder of Mt. Olympic Water Company, of the Port Townsend Hospital, Port Townsend Foundry and Engineering Works, Port Townsend Dry Dock, and was one of the original ten men who started the Port Townsend Southern Railroad. In his social relations, he affiliates with the F. & A. M. and the I. O. R. M. Mr. Payne is one of the active and enterprising men of the Key City.



THOMAS R. DELANEY, Chief of the police force of Port Townsend, was born at The Dalles, Oregon, in 1862. His parents, Richard and Katherine C. (Manning) Delaney, crossed the plains to that State in the early '50's locating at The Dalles. In 1855 the father joined the troops which assembled for the Indian wars, later entered the regular army, and became First Sergeant. During the San Juan island controversy he went with his company to the place, remained there until the differences were adjusted, was transferred with his company to Arizona, but, after arriving there, resigned his position, and received an honorable discharge. On the return home he was taken sick at the Presidio in San Francisco, and subsequently died. When first ordered to San Juan island he purchased a farm of 160 acres there, where his family still reside.

Thomas R. Delaney, the subject of this sketch, remained on the home farm until 1882, when he came to Port Townsend, and secured a position on the police force of the city. In 1885 he was appointed Deputy United States Marshal, in behalf of the Ship Owners' Association of San Francisco, held that position two years; in 1887 became traveling inspector in the custom service, under Major Quincy A. Brooks, and in July, 1888, became a candidate for the office of Chief of Police of Port Townsend. Although the opposing candidate had held the office for twelve years, Mr. Delaney was elected by a large majority, and has been re-elected each succeeding year without opposition, which is the best reward of a grateful people for his successful performance of duty. As a detective he has shown great skill in fol-

lowing clues, locating criminals, and effecting the arrest of many of the most desperate convicts in the State. It is a notable instance that Mr. Delaney has never failed in a case which he has taken up, and in his bravery and professional skill is highly reputed throughout the Sound district. Socially, he affiliates with the K. of P. and the Independent Order of Red Men.



WILLIAM MEYDENBANER, of Seattle, Washington, was born on the banks of the Mossele river, in Prussia, Germany, in 1832. He was there reared to early manhood, securing the education of the country, and devoted four years to the study and acquisition of the confectioner's trade. In 1850 he embarked for the United States, landing in Boston, Massachusetts, where he was employed until 1854. In that year he went to New York and started by steamer for the Pacific coast, via the Nicaragua route. His voyage on the Pacific was very eventful, it being on the old steamer, Brother Jonathan, with 1,750 passengers, overcrowding the steamer, consuming the supplies, and, after several accidents, with much sickness, they at last arrived in San Francisco. Mr. Meydenbaner found employment at his trade for \$150 per month and board, but one year later purchased a pack animal and miners' outfit, and, with \$700 in cash, started for the Kern river mines. Nine months afterward he returned to San Francisco, with plenty of experience, but financially ruined. He then returned to his trade, at the old wages, which he continued until 1865. In that year he made a trip to Prussia; was there married; the following year opened a restaurant and confectionery store in San Francisco; in 1861 opened a bakery in Yreka, California, and four year later engaged in draying in Idaho City, receiving from \$40 to \$100 per day in the latter occupation. But with hay at twenty-five cents per pound, oats at thirty-five cents, and meals \$1 each, with all other expenses in proportion, the profits were rapidly consumed. One year later our subject purchased a bakery and brewery, and, although undergoing two fires, he successfully conducted that business until 1868, when he came to Puget Sound, upon the supposition that Seattle was to become a railroad terminus. Upon ar-

rival he found business very dull, although after a time he opened a small grocery, bakery and confectionery store on Commercial street, known as the Eureka Bakery, which he conducted ten years. Mr. Meydenbaner then moved to Columbia and Third streets, where he conducted both a wholesale and retail business, employed a number of hands, running two delivery wagons, and received an extensive patronage. He was thus occupied until the summer of 1889, only escaping disaster from the fire of June by the protection of two maple trees standing between his house and the fire. Our subject then sold his store, and, after passing three years in Oakland, California, located permanently in Seattle.

Mr. Meydenbaner was married to Thekla Fisher, and they have eight children, five sons and three daughters, all of whom are now living. Our subject has served one year on the City Council, securing his election from the Republican party. Socially, he affiliates with the F. & A. M. His recollection is yet vivid regarding the early conditions of Seattle, when the population did not extend beyond Third street, and did not exceed 700 persons. Apples and gingerbread were served as refreshments at public receptions. Mr. Meydenbaner has passed through the vicissitudes of the city, has been an eye witness of her magnificent development, and is now living a retired life, in the enjoyment of his family and in the accumulations of his days of pioneer work.



ANTONIO YOUNG, proprietor of the Star Brewery, of Vancouver, was born in Germany, March 29, 1838, where he was reared and educated, and also learned his trade. In 1859 he located in San Francisco, and there followed the brewery business until 1863. In the latter year he permanently located in Vancouver, Washington, where he worked as a journeyman the following two years, and then purchased the Star Brewery. This business was first established by John Manich in 1857, and passed into the hands of the present owner in 1864. Mr. Young enjoys a lucrative trade, which extends far into the interior of the State, and also into Oregon. Twelve men are employed about the brewery, and two wagons are run to supply the local trade. The beer

manufactured is of an elegant quality, and has a wide spread reputation throughout the Northwest.

June 19, 1864, Mr. Young was married to Miss Augusta Smidt, a native also of Germany. They have eight children: Elizabeth, Louisa, Anna, William, Edward, Laura, Augusta and Antonio. Our subject affiliates with the F. & A. M., blue lodge, No. 4, and chapter, No. 9. At the present time he is filling one of the official chairs in the blue lodge.



J S. DOBBINS, a well-known resident of Olympia, Washington, was born near Sparta, Randolph county, Illinois, in 1830.

His parents, John and Margaret Dobbins, were natives of county Antrim, Ireland, were married there, and about 1820 emigrated from the Emerald Isle to the United States, settling in Randolph county, Illinois, among the pioneers of that locality. There they engaged in agricultural pursuits, spent honorable and industrious lives, and were respected by all who knew them.

J. S. Dobbins was educated in his native county. At the age of seventeen he was apprenticed to the trade of blacksmith, served four years and a half, and at the end of that time engaged in business for himself, opening a shop at Sparta, which he conducted for a number of years. In 1862 he made a trip to Portland, Oregon, to look after the estate of his deceased brother, Crawford Dobbins, an Oregon pioneer of 1849, who was blown up with the steamer *Gazelle* while making her trial trip. Returning to the East in 1863, Mr. Dobbins enlisted for three months' service in Company K, One Hundred and Forty-second Illinois Volunteer Infantry, and served in the Department of Tennessee, chiefly on guard duty in the vicinity of Memphis. His term of service was extended to six months, at the end of which time he was discharged, and returned to Sparta.

Mr. Dobbins continued his blacksmith business in Sparta until 1869, when he sold out and came to Olympia, Washington, where his aunt, Jane Wylie, widow of Adam Wylie, resided, and still lives, being now eighty years of age. Mr. and Mrs. Wylie came to this coast in 1849. Shortly after his arrival here, Mr. Dobbins built a two-story shop, 20 x 40 feet, on the

corner of Third and Washington streets, opened a general blacksmith shop, and also engaged in the manufacture of light and heavy wagons, which he continued up to 1876. That year he sold out, and he and his family made a trip East, visiting the Centennial at Philadelphia. Returning to Olympia in the fall, he resumed business on the old site, and in the spring of 1877 bought the shop of Rice Tilley, corner of Third and Columbia streets. He did a general blacksmith business until 1891, when he sold out and retired.

Mr. Dobbins was married in Randolph county, Illinois, in 1857 to Miss Eunice Holden, a native of that county. They have two children: Nettie, wife of Fred Guyot, and Adelaide.

Financially, he may be classed with the successful men of the city. He has made wise investments and has accumulated valuable real estate here. While he has been devoted to his business interests, he has taken a commendable interest in public affairs. He served one term as Mayor of Olympia, several terms as a member of the Council, and one term as County Commissioner. In the Republican county convention of August, 1892, he was nominated as Sheriff of Thurston county, but, at the subsequent election, was defeated by fifty-six votes, after which he was elected City Treasurer of Olympia, of which office he is the present capable incumbent. Socially, Mr. Dobbins is identified with the I. O. O. F., and encampment, the I. O. G. T., A. O. U. W. and George H. Thomas Post, G. A. R.



ALBERT LANE was born in Noble county, Indiana, on the 25th of December, 1842. His parents are Daniel E. and Mary (Mason) Lane, the former born in Brooklyn of an English family; the mother, a native of Connecticut. The family lived in Indiana until 1855 and came across the plains to Washington Territory in that year, locating about five miles from Steilacoom. The journey was made over the usual route and was attended by hardship unusual even to this ordinarily hazardous journey. On their arrival, their hardships were very little lessened. During the first winter, which was a hard one, the father and son worked like slaves to make a living and had to pay exorbitant prices for their food. As soon

as spring came, they took up a claim and planted potatoes and grain and later in the year the father took up another claim at the fork of the Puyallum, near Orting. From here they were driven out by the Indians. They went near Steilacoom, where they remained until 1859 when they returned to their claim at Orting. It was here that the father died in the spring of 1891. The mother died in 1883.

Mr. Lane has practically been reared in the country, and worked on his father's ranch until 1875, when he went to Oregon. In 1881 he returned and located near McMillan and has been in that vicinity since then. In his farm he has eighty acres, devoted to raising grain and hops.

He was married on April 11, 1875, to Miss Levina Rusow, of Tennessee, daughter of E. B. and Margaret Rusow. They have had four children, one of whom, Olive died in 1890, aged fourteen years and eleven months. Those living are Alfred A., Ida May, and Harry H.

Mr. Lane is a member of the Knights of Pythias, Puyallup Lodge, No. 43. He is a Republican, politically, and takes an active interest in every thing pertaining to the success, present and future, of his party.



AARON S. NEELY was born near Madrid Bend, Carroll county, Tennessee, on March 1, 1849. His parents were David A. and Irena (Kemp) Neely, the former a native of Tennessee, the latter of Virginia.

In 1856 the family came across the plains and located on the White river, where they took up a donation claim, just below Kent. They were the first settlers in that immediate neighborhood. They were soon compelled to remove to Seattle on account of the hostility of the Indians. His father, however, spent his time between his claim and Seattle with his family. On one memorable occasion, when he was about to leave Seattle for his place at White river, he was notified that the Indians had attacked the latter settlement. This was the occasion of the historical massacre. His father then enlisted against the Indians, and fought throughout the campaign, while the family remained at the little fort on the Henry Van Nessel place. After three years' absence, they went back to the home place.

Our subject was reared in the State of Washington. When he was twenty-seven years old he married, and bought for his home, the place where he now resides, consisting of 120 acres, which he has paid for by hard work, at intervals for other parties. He raises stock and grain, and has recently purchased another place of 100 acres, and has a sawmill located there.

Mr. Neely was married on March 14, 1874, to Miss Sarah Felsanthal, of San Francisco, California. They have had nine children, of whom there are five living, viz.: Julius, William A., Lenore, Carrie, and Aaron S., Jr. Those deceased are Ida and May, and Robert A.



AUGUST RICHTER, Postmaster at Battle Ground, Clarke county, Washington, is citizen of the United States by adoption. He was born in Germany, November 9, 1848, and was reared and educated in the land of his nativity. His parents, Henry and Caroline (Koenig) Richter, had a family of seven children of whom August is the eldest. At the age of fourteen he bade adieu to his home and friends and went to sea. Finally his good vessel brought him to San Francisco, a port that proved more attractive than the deep blue sea. After a residence in that city of five years he went to Los Angeles, where he made his home until 1892, during which time he engaged in mining speculations and accumulated a snug little fortune of \$50,000, which was all swept away by fire, in 1878.

Since coming to Battle Ground in 1892 he has purchased the mercantile establishment of Mrs. Jane Berk, and has been appointed Postmaster. The post office and Cape Horn Telegraph Company's office are both in the building occupied by Mr. Richter as a store. He is a man of wide experience in the affairs of business, and is fully capable of managing both the mercantile and official departments in his charge. Politically, he affiliates with the Democratic party, having become naturalized at Los Angeles, in 1876, since which time he has faithfully performed the duty of casting his vote for the men and measures he esteems most advantageous to his fellow-citizens. He is a member of the Knights of Pythias, uniform rank, and belongs to the Knights of Honor and the Masonic fraternity.

In connection with other business affairs Mr. Richter finds time for the cultivation of two acres of valuable garden land, a portion of which he has set in berries, and is doing his share toward promoting one of the most important and useful industries on the coast.

In the city of San Francisco, July 5, 1875, Mr. Richter was united in marriage to Miss Adel Schmidt, a native of Germany and of their eight children only two survive, Adel and Minnie. Mr. Richter is the only representative of his family in America. His good mother passed to her reward fourteen years ago and his father still resides in the fatherland.



PETER SMITH, whose attractive rural home is located eight miles south of Tacoma, is one of the representative men of his vicinity. He belongs to the sturdy old pioneers of this country, and it is appropriate that more than a passing mention should be made of him in this work.

Peter Smith was born in Scotland, October 18, 1817. His parents, Archibald and Isabella (Trumbull) Smith, were sturdy Scotch farmers and fruit-growers. The Smith family emigrated to New York in 1840. Archibald Smith was then variously employed in different places for some time, and becoming tired of diversified labor, turned his face westward in search of a home on the frontier. The Middle States were then but sparsely settled, and after traversing Pennsylvania, Ohio, Indiana and Illinois, he finally took up his abode on a claim of 320 acres in Rock county, Wisconsin. There he engaged in farming and stock-raising, and with the assistance of his children succeeded in clearing and putting under cultivation 200 acres of land. He lived there until his seventy-seventh year, when Death's scythe reaped its harvest and took the old pioneer to a better home.

After his father's death Peter longed for new scenes of action, and the spring of 1852 found him en route for the Pacific coast. He arrived at The Dalles September 20, 1852, and went from there to Portland, Oregon, where he spent the winter. At The Dalles he sold the oxen he had driven across the plains and bought two horses. On one of these horses his wife and baby rode, and on the other he packed the blankets and their supplies, while he walked.

Thus they traveled from Portland to Washington Territory. They came up the Cowlitz river to Cowlitz landing in canoes, and from there to Olympia they again made use of their horses, thence on to Steilacoom, where they arrived in the summer of 1853. Here Mr. Smith took a claim of 640 acres of land, on Tollentire prairie, about eight miles south of the present city of Tacoma. In getting ready to farm here he experienced many difficulties. He had to make all the necessary farming implements out of wood, as getting any iron at that time was an impossibility. His wagon was made entirely of wood, the wheels being made by sawing rounds from a large log. For a number of years they lived in a log cabin, but in time this rude structure gave place to a comfortable and commodious residence. During the Indian troubles, in 1855 and 1856, the Smith family were driven from their home. Mr. Smith took his wife and children to the garrison, while he enlisted in Company B, Washington Volunteers, under command of Captain W. H. Wallace and Lieutenant R. S. Moore. After the war they moved back to the farm and had to do all their work over again, in the way of making improvements, etc., as everything had been destroyed by the Indians. Mr. Smith is still living on the old farm, where, with the aid of his grown sons, he has made a home of which he may justly be proud.

Mrs. Smith's maiden name was Martha Bradshaw. She was born in England in 1824, and emigrated with her parents to Wisconsin, where she met and married Peter Smith. She came across the plains with her husband and stood by his side in all the hardships and privations he has endured. They reared a family of seven children, all of whom are married except George, who lives with his father, and all are settled in Pierce county. Mrs. Smith died at the old home place in 1888.

The only office Mr. Smith ever filled was that of Justice of the Peace, in which he served for many years.



F. E. EISENBEIS, a merchant of Steilacoom city, Washington, was born in Prussia, October 7, 1825, son of Valentine and Catharine (Korn) Eisenbeis, both natives of Germany.

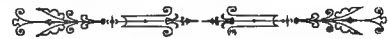
F. E. Eisenbeis spent his boyhood days at work in his father's flour mill, except when he was attending the common and graded schools of his native country. In November, 1853, he set sail from Germany for New York, landing at his destination early in 1854. After working at his trade for a short time in New York city, he went to Rochester. At the latter place he was employed as clerk in a wholesale grocery store about three years. In the autumn of 1857 he directed his course toward California, and arrived in San Francisco, January 28, 1858, where he remained one year. In 1859 he went to Victoria, thence up the Frazer river to the mines, and then back to Port Townsend. At the latter place he worked as a carpenter for some time, after which he came to Steilacoom city and bought Ezra Meeker's general merchandise store, one of the pioneer stores of Washington Territory. He conducted this store until 1863, when he sold out and went to the Cariboo mines. Owing, however, to severe weather and other obstacles, he did not remain long at the mines. He then made a trip to San Francisco, bought a stock of goods, returned to Steilacoom, and again opened out in business. Here he has since continued. Nearly every year he goes to San Francisco to buy goods. During his long business career at this place, Mr. Eisenbeis has had extensive dealings with people all over this part of the country. He has made many warm friends, and has the respect of all who know him.

He was married in 1863 to Rosa Denger, a native of Ohio, who came to this coast with her parents. They have two sons and four daughters.

GEORGE ALBERT LIBBEY, one of the representative physicians of the city of Tacoma, was born at Bangor, Maine, in 1853, a son of Charles E. and Mary C. (Emerson) Libbey. At the age of fourteen years our subject began attendance at Holden Academy, graduated at that institution in 1869, and then completed his literary education in Bowdoin College. He next entered the medical department of Dartmouth College, and graduated at that standard institution in 1874. Mr. Libbey then began the practice of his profession at Brooks, Maine, remaining there until 1888, and while there, in 1882-'83, served as Superintend-

ent of Schools, and was also an active member of the Waldo county and State of Maine Medical Associations. After leaving Brooks he traveled extensively throughout the United States, and being attracted by the advantages of this region, located in Tacoma, with which city he has ever since been identified. Dr. Libbey has ever remained a student of his profession, often taking advantages while in the East of the facilities afforded by the Polyclinic of New York for keeping pace with the advancement of the science, and after locating in this State also took a five months' course at the Polyclinic of Chicago, in 1891. In his specialty, the treatment of the throat and lungs, he is given high rank by the profession.

Dr. Libbey was married in October, 1875, to Miss Mary A. Page. They have one son, Earl A., born in 1883.



WILLIAM PACKWOOD, for many years a respected citizen of Thurston county, Washington, was born in Virginia, and removed with his parents when he was young, to Jackson county, Indiana, where he followed farming for a number of years. In 1834, he was married to Rhoda Prothers, born in Shelby county, Kentucky, in 1818, her parents, Samuel and Esther (Lewis) Prothers, being natives of Virginia and Kentucky, respectively, the former born in 1790 and the latter in 1795. After marriage, Mr. Packwood continued to reside in Indiana for a few years, when he emigrated to Monroe county, Missouri, where he again engaged in farming. From there, he later went to Platte county, the same State, where he remained until 1844, and then started across the plains for the Pacific coast. In the autumn of that year, he and his family arrived at Oregon City, Oregon, whence they proceeded to Yam Hill county, that Territory, settling on a farm near the present site of McMinville. Here they remained two years, at the end of which time Mr. Packwood sold out, in the spring of 1847, and removed to the northern part of the Territory of Oregon, now Washington, settling in September of that year, on 320 acres of land on Nesqually flats, near Puget Sound.

He remained there until 1849, when hearing of the gold excitement in California, he and his family left the homestead, stock and crops, and

started for California, arriving in due time at Coloma, in El Dorado county. Here they remained until 1851, Mr. Packwood, in the meantime, visiting all the important mining centers in northern California. In March, 1851, they returned to the old homestead on the Nesqually river, and Mr. Packwood there pursued farming and stock raising uninterruptedly until 1869. He then sold his farm and removed with his family northward to Snohomish county, Washington, where they remained one summer, during which time Mr. Packwood, who is an enthusiastic mine explorer, prospected in all the northern part of the Territory searching for minerals.

In the autumn of 1871, he and his family returned once more to Thurston county, where he pre-empted 160 acres in Haniford swamp, six miles from Tenino, on which he proved up and then sold it. He then took a homestead of 160 acres, situated two and a half miles from Centralia, on the Skookumchuck river, on which he and his family resided eight years, he in the meantime prospecting throughout all parts of Oregon and Washington. At the end of this time, he sold his farm and brought his wife to reside with her daughter, Mrs. Jacob Croll, on McMinnville prairie, Thurston county. He then took a coal claim at Sulphur Springs, near Tenino, Washington, and he is at present superintending its working, it being one of the best coal claims in the western part of the State, and when more fully developed, will yield an endless amount of excellent coal. Thus, after a life of change and vicissitudes, Mr. Packwood is in a fair way to acquire a fortune, if not in a gold mine, at least in one as good, whose products are indispensable and always exchangeable for the golden metal.



SAMUEL B. PARRISH, one of the earliest pioneers of the Northwest Territory, then known as Oregon, was born in Allegany county, New York, February 25, 1838, a son of Rev. J. L. and Elizabeth (Winn) Parrish, natives also of that State. The father, a blacksmith and harness-maker by trade, joined the little missionary band in 1839, under the guidance of Rev. Jasen Lee, and in company with Rev. Alven F. Waller, Rev. Gustavus Hines, Hamilton Campbell and others, all

honored names in the early history of Oregon, they sailed from New York on the bark *Lausan*, and after eight months of tossing on the Atlantic and Pacific oceans they arrived safely at the mouth of the Columbia river. They went thence up the Columbia and Willamette rivers to the vicinity of Salem, Oregon, where the little mission band had been established by Rev. Jasen Lee in 1838. Mr. Parrish followed his trades as opportunity offered, also located a donation claim near Salem, and acted as teacher and missionary among the Indians. With the settlement of the country he became connected with church work, in which he was very active until his retirement in recent years, and now lives in Salem, at the advanced age of eighty-seven years. The early history of Oregon is the history of the Rev. J. L. Parrish, who was so prominently connected with the interests of the church, State and education. He was one of the founders of the Willamette University at Salem, and for many years afterward was the able and honored president of the institution.

Samuel B. Parrish, the subject of this sketch, received his education in the above university, and remained with his parents until 1857. During the Indian war of 1855-'56 he carried the Government express through the Willamette valley for the superintendent of Indian affairs. In 1857 he engaged in the cattle business, driving from Oregon to British Columbia and the Fraser river mines, and continued in that occupation about two years. In 1858 Mr. Parrish opened a small book and stationery store at Portland; in 1868 became connected with the railroad interests in Oregon, first being associated with S. G. Elliott, and later with Ben Holliday; from 1870 to January, 1873, held the office of Inspector of Customs; in the latter year was appointed Commissioner, under T. B. Odenale, superintendent of Indian affairs; went into eastern Oregon to preserve the neutrality of the Pintos and Snake Indians during the Modoc wars; later was instrumental in establishing the Malheur reservation, of which he was subsequently appointed Indian Agent, continuing in that capacity until in August, 1876, and then resigned his position, as the reservations were all placed under the management of the churches. Mr. Parrish then engaged in mining in Grant county, Oregon, also served as assistant manager of the Monumental Mining Company, but in September, 1880, returned to Portland to accept the appointment of weigher and gauger for

N. F. Shurtleff, collector of customs. In April, 1884, Mr. Parrish was appointed Chief of Police of the city of Portland, and after reorganizing the entire department, faithfully performed the duties of the office until his retirement in August, 1892.

Mr. Parrish was married at Halsey, Linn county, Oregon, to Addie, a daughter of John Crabb, one of the early pioneers of that State.

In the fall of 1892 the attention of our subject was attracted to the German Remedy Company, and the marvelous cures in cases of alcohol, morphine and tobacco habits. In company with Captain J. T. Watson and John R. Duff, he purchased the agency for the State of Washington, and established their headquarters at Seattle, January 1, 1893. The principles of the remedy have been in use in Germany for over eighty years, and it is the oldest cure known for alcohol and delirium tremens, and was successfully employed at Berlin for many years. About 1870 the remedy was brought to America, to cure the habit of strong drink, its efficiency having been satisfactorily demonstrated. In 1888 the German Remedy Company was organized, and the first institution was established at Council Bluffs, Iowa. The treatment also covers the cure of morphine, cocaine, opium and tobacco, and in each branch it is safe and sure in its effects, without pain, suffering or mental disorder, but by a cleansing and purifying influence builds up the system and restores the dejected patient to his original health, strength and manhood. The institute at Seattle is gaining daily in strength and usefulness, and the many patients speak highly of the efficacy of the remedy and treatment.



RICHARD DE LANTY, vice president of the Commercial Bank, of Port Townsend, and Sheriff of Jefferson county, Washington, was born in Orono, Maine, February 21, 1843. His parents, Richard and Joanna De Lanty, were pioneers of the Pine Tree State, where his father was a thrifty farmer and both parents passed their entire lives.

The subject of this sketch was reared on the home farm, and attended the schools of the county until 1861. He then, at the age of eighteen, started out for self-support, and, having heard of the gold excitement in California,

he decided to make the Pacific coast the scene of his labors. He accordingly embarked at New York city, via the Panama route, for the new El Dorado, and in due course of time arrived safely in San Francisco. From there he started for the mines in Mariposa county, where he passed the winter in mining. In the spring of 1862, he went to Virginia city, Nevada, and engaged in lumbering and mining on the Truckee and Carson rivers, which occupations he continued until May, 1869. He then visited the Puget Sound district, and settled at New Dungeness, engaging in the lumber business in Clallam and Jefferson counties. In 1882 he removed to Port Townsend, where, in 1884, he was elected County Commissioner by the Republican party, in which capacity he served efficiently for two years. In 1888 he was elected Sheriff of Jefferson county, and his faithful service was endorsed by the people in 1890 and 1892 by his re-election. He was appointed Deputy United States Marshal in 1890, and is still discharging the duties of that office. He has always taken an active interest in the development of Port Townsend, having been one of the incorporators of the Commercial Bank, of that city, and having since continued on its board of directors, besides assisting in various other enterprises calculated to advance the local welfare.

Mr. De Lanty was married at New Dungeness, in 1871, to Miss Jane Caroline Rollins, a native of Maine, and they have four children: Benjamin F., William W., Mark S. and Violet Beatrice.

Socially, Mr. De Lanty affiliates with the I. O. O. F., K. of P. and the B. P. O. E. As a man he is distinguished for energy and uprightness, while as a citizen he is progressive and liberal-minded, and as a public official is characterized by all those qualities which give stability to the municipality and State.



THOMAS JEFFERSON CHERRY, who has resided in Squak valley, engaged in farming since his settlement there in 1865, is the subject of the following biographical notice. He was born in Tuscaloosa county, Alabama, February 23, 1823, a son of James and Ellen (Sanders) Cherry. During his infancy his parents removed to Mississippi, and

later to Arkansas; there Thomas J. remained until 1857, when he went to Illinois; he did not tarry long in this State, but went to Iowa, where he remained two years.

In 1862 he made the trip across the plains to the Pacific coast. It was a long, tedious journey, and on the way he drove a yoke of oxen, this service paying for carrying his clothing and his board during the time on the road. He arrived in Olympia in October, 1862, and spent the winter there. In the spring of 1863 he came to Seattle, and for five months was employed on a ranch on the Dwamish river. He followed various vocations until the spring of 1865, when he came to Squak valley. He first engaged in teaming at the coal mines, but soon afterward located a ranch of 160 acres near the head of the lake; later he secured the title to this tract under the pre-emption laws, and retained the whole until 1874, when he disposed of eighty acres, for which he received \$200. Mr. Cherry has taken an active interest in the agricultural products of this section of the State, and is highly respected by the entire community in which he resides. He has never married.

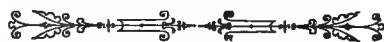


FREDERICK H. PETERSON, a member of the Seattle bar, was born in Hamburg, Germany, November 2, 1861. He was primarily educated in the schools of Hamburg, and in 1873 emigrated with his father to the United States, locating in Milwaukee, Wisconsin. He immediately entered the high school of that city, and at the age of fifteen years became a student in the Spencerian Business College. The following year Mr. Peterson began teaching school at St. Martin's, and although his understanding of the English language was very incomplete, he followed that occupation in Wisconsin and northern Minnesota until nineteen years of age. Learning that there was a West Point cadetship open, he was inspired to enter for examination, although there were nineteen competitors. Passing the rigorous ordeal, he came out at the head of the line, and duly received the appointment by Hon. Henry Poehler, of Shakopee, Minnesota. After two years at West Point, Mr. Peterson decided that as promotion was slow he would resign and resume the study of law, which had been his favorite ambition since his fifteenth year. He accord-

ingly returned to Milwaukee, and after spending a few months in the law office of Messrs. Stark & Brand, he was admitted to the bar in January, 1883. He immediately began practice in Milwaukee, but in the fall of the same year removed to Seattle, although without a friend on the Pacific coast.

Mr. Peterson at once opened an office in this city, and early in 1884 formed a partnership with Hon. C. D. Emery, which continued but a few months. Our subject then continued the practice of law alone until the fall of 1887, when, with V. H. Faben and R. H. J. Pennyfeather, the partnership of Peterson, Faben & Pennyfeather was established, and this continued until 1890. Since that time Mr. Peterson has continued alone, and, while following general law, his desires incline him to admiralty and title litigation. He is in no sense a politician, but after the Chinese riots of 1886, he was induced to become a candidate for the office of City Attorney, on the anti-Chinese ticket, and was elected. Since that time he has been a candidate for no office, preferring the emoluments of his profession, which lead him in channels of thought and study congenial to his literary tastes.

In November, 1886, Mr. Peterson was married in Seattle to Miss Ella White, a native of Ohio. They have one child, Genevieve. Socially, Mr. Peterson affiliates with the I. O. O. F., K. of P., A. O. U. W., Royal Arcanum, and was a charter member of the Seattle Turn Verein society. In the strict sense, he is a self-made man, as from early life his education and support have been gained by personal efforts, and thus he acquired keen foresight, good judgment and perfect self-reliance.



GEORGE KELLY, a successful business man of Seattle, was born in Boston, Massachusetts, March 10, 1839, a son of Nathaniel and Judith (Coggin) Kelly, natives also of that State. Our subject's preliminary education was gained in the public schools of Boston, but his practical knowledge was acquired in his varied experiences through life. At the age of thirteen years he was apprenticed to learn the machinist and engineer's trade, serving five years in the several branches of those pursuits, and finally became master of his

profession. Mr. Kelly was then employed as engineer by Harris & Morgan, of New York city, working five years on their line of steamers plying between New York and New Orleans, two years on their steamers running between New Orleans and Havana, and from that time until 1869 worked in their machine shops in New Orleans. In the latter year he returned to New York, but later embarked for San Francisco, via the isthmus, arriving in the fall of the same year. After reaching that city our subject found ready employment in the machine shop of the Miners' foundry, remaining there until 1871. In that year he came to Puget Sound, and first found employment as machinist in the Port Gamble mills; subsequently was engaged by the Port Discovery Mill Company as engineer of their tug boat, S. L. Mastic, four years, and then as engineer of the tug Blakeley for the Port Blakeley Mill Company, until 1879. Mr. Kelly then purchased the Seattle boiler works, of this city, which he operated successfully until the fire of June, 1889, his plant having then been entirely destroyed. He rebuilt, however, and continued until the fall of 1890, when he sold his interest to Moran brothers, by whom the business is now operated. Since that time our subject has been engaged in the purchase, improvement and sale of property in Seattle and the surrounding country. During the organization of the city water works and the establishment of the pumping station on lake Washington, he was employed by the city as chief engineer until the machinery was in thorough running order.

Mr. Kelly was married, in 1876, to Miss Almira Davis, a native of Ontario, Canada, and they have three children: Howard D., Olive J., and Clara E. Socially, our subject affiliates with the A. O. U. W. He has given but little attention to politics, preferring the emoluments of civil life to those of political fame or glory. He is a man among men, genial and courteous in disposition, and conducts his business on the New England principle of honesty and justice to all.



HON. ANDREW J. MILLS, of Clarke county, Washington, was born in Lake county, Illinois, May 8, 1841, son of Peter and Fannie (Wickham) Mills. The Mills family were among the early Dutch set-

tlers of New Netherlands, and the grandfather of our subject entered the patriot army in the Revolutionary war when he was fourteen years old; his accoutrements used in that struggle are still in the possession of the family. Peter Mills was born in Schuyler county, New York, and his wife was also a native of that county, her people likewise being among the early settlers of New York. The parents came to Illinois about 1836, but after about a year spent at Anrora, Kane county, went back to New York. After the lapse of another year, however, they returned to Illinois, this time locating in Lake county. There the father died in 1864, and the mother in 1882.

Andrew J. Mills was reared in his native county, his education being received in the schools of that neighborhood, and at the old Scammon School Madison street, Chicago. When the great Civil war burst upon the country, he was taking a course in Bryant & Stratton's Commercial College, but he left his studies and at once joined the Union ranks, enlisting at Geneva, Kane county, and being assigned to Company A, Fifty-second Illinois Volunteer Infantry, September 6, 1861. In October the regiment went to Benton Barracks, Missouri, and in April were ordered to the front reaching Shiloh just in time to participate in both days' fighting of that great battle. They next participated in the advance on Corinth, under Halleck, and after the evacuation they remained in that vicinity until the following summer, in the meantime, however, making one raid under Dodge through the Cherokee and Tusculum valleys of Alabama, and participating in the various engagements in and about Corinth, including the second battle there. September 6, one year from the date of his enlistment, Mr. Mills and a number of others were captured at the battle of Britton's Lane, Tennessee, were taken some distance into Mississippi, were paroled and sent back to the Union lines. From there they were taken to the parol camp at St. Louis, where they remained till the spring of 1863. They were then exchanged; Mr. Mills rejoined his regiment, completed his three years' term of service, was sent to Springfield, Illinois, and was there discharged October 25, 1864. Then he re-enlisted in Hancock's Veterau Corps, and served one year.

The war over, Mr. Mills engaged in the real-estate business in Chicago, in partnership with Captain Jerry M. Hill, with whom he continued

until the fall of 1868. Then he went to Dakota and settled near Vermillion, Clay county, and until 1875 gave his attention to farming operations. That year he removed to a point about three miles south of Springfield, Bon Homme county, same territory, where he continued farming and stock-raising until 1880. At that time he sold out and removed to Tyndall, now the county seat of Bon Homme county. He had all along figured prominently in public affairs, as will be hereafter noted, and in 1882 was appointed by Governor Ordway as Deputy Warden of the State Penitentiary at Sioux Falls, in which capacity he served for six years. In the fall of 1888 he came to Washington, located in the Fruitvale district of Clarke county, where several of his former friends and neighbors of Dakota had already taken up their residence, purchased a tract of land, and now has about twenty acres, one third of which is planted in fruit, chiefly Italian prunes, but including also a general variety of the fruits raised in this region.

Mr. Mills is a man of family. He was married at Chicago, November 22, 1866, to Miss Maria McCollum, a native of McHenry, Illinois, daughter of George and Elinda (Dukes) McCollum, the former a native of Ohio, of New York parentage and Scotch descent; the latter a native of Ohio and of Virginia parentage. Her parents removed from Indiana to Illinois in 1840 and settled in McHenry county, where the father died in February, 1873, and the mother in 1887. Mr. and Mrs. Mills have five children, viz.: Alma and Edda (who are attending Willamette University), Clarence Morton, Arthur Chapin and Marion Fayette.

Mr. Mills is a man of active mind and progressive ideas. In Dakota he was active in county and Territorial politics from the time of his location there, taking a leading part in conventions. In 1870 he was elected to the Legislature from Clay county, and served in the session of 1870-'71. He was re-elected in 1872, and on the organization of the House was chosen its Speaker, and as the presiding officer rendering efficient service during the session of 1872-'73. After his removal to Bon Homme county he was again elected to the Territorial Council of Dakota, serving in 1876-'77. He also served several terms as a member of the Board of Commissioners of Bon Homme county. Mr. Mills is a member of Washington lodge, No. 6, F. & A. M., Vanconver; belongs to Fruit

Valley Grange, No. 80, P. of H., and is President of the County Council, P. of H. He has been a staunch Republican ever since his first connection with political affairs.



JAMES A. McWILLIAMS, Superintendent of the Union Electric Company, of Seattle, was born at St. Johns, New Brunswick, September 11, 1839, a son of Matthew and Nancy (Harvey) McWilliams, natives also of that country, and of English ancestry. James A. was educated in the schools of his native city, where he also learned the trades of millwright and engineer, following the same as a foreman of a sawmill in St. Johns until 1883. In that year he came direct to the Pacific coast. He was first engaged in milling at Oakland, California, next with the Portland Milling Company at Portland, and in 1885 took charge of the water works for the Spring Hill Company, at Seattle, superintending all work connected with pumps, mains and reservoirs. Under his management the capacity of the plant was increased from 15,000 gallons per day in 1885, to 2,500,000 gallons per day in 1890, but in that year the plant was purchased by the city of Seattle, and Mr. McWilliams retired from the management. He was then appointed superintendent of the mechanical department of the Seattle General Electric Light Company, which, after consolidation became the Union Electric Company, and he continued in a like capacity with the new company. Mr. McWilliams was also a prominent stockholder in that organization, having been largely interested in the first electric light plant in Seattle, organized in 1887, continuing his interest through the several changes to the present consolidation, which is the leading factor in the electric lighting in Seattle. The company operates two plants, one at Sixth and Olive streets, which runs day and night, with engines of 700 horse power, and one at the corner of Eighth and Charles streets, with an equal amount of power, but which runs only at night, furnishing the arc lights of the city and incandescents for commercial districts.

Mr. McWilliams was married in St. Johns, in 1853, to Miss Eliza Megent, who died in 1857, leaving two children: John and Ada. He

was again married, in 1869, to Miss Mary Britton, a native of St. Johns. She died in Seattle, in July, 1886, leaving four children: Mary, James, Alice and Robert. The family reside on the corner of Adams and Sherman avenues, overlooking Lake Washington, where Mr. McWilliams erected his handsome residence in 1885. He also owns other real estate in the city, although his chief interest is electricity, to which he gives his undivided attention.



HARVEY E. SHIELDS, a member of the Seattle bar, was born in Terre Haute, Indiana, September 1, 1846, a son of John and Martha (Wilson) Shields, natives of Ohio. James Shields, the grandfather of our subject, located in the latter State at an early day, and was a member of the Legislative House and Senate of Ohio for thirty years. He was twice elected as a member of Congress, was a Democrat in his political views, and was a lawyer by profession. John Shields was educated to the farm and tanning business, both of which he conducted quite extensively in Ohio. He removed to Indiana in 1832, where he followed the same occupations the remainder of his life.

Harvey E., the subject of this sketch, passed through the public schools of Terre Haute, and pursued the higher studies in Wabash College, Crawfordsville. Returning to his native city, he began his law studies in the office of Judge William Mack, later entered the law school of Bloomington, was admitted to the bar in 1861, and then entered on the practice of his profession at Terre Haute. Mr. Shields also took an active interest in the Democratic politics of the State, and was frequently importuned to accept public office, but declined all offers in deference to his father's wishes, who was particularly opposed to political preferment. Our subject followed a general law practice until 1870, and from that time until 1878 practiced in Monmouth, Illinois, but for the following seven years he was obliged to discontinue his profession on account of ill health. He finally decided that a change of climate might prove advantageous, and he accepted the appointment of special agent of general land office to Oregon,

removing to that State in August, 1885, and made his headquarters at Roseburg. In December, 1886, he was put in charge of the Oregon City and Olympia land districts; removed his office to Portland; June 30, 1887, was appointed Receiver of Olympia land office by President Cleveland; took charge of the office August 15, that year, and November 1, following, removed the office to Seattle, Washington. June 30, 1889, Mr. Shields was removed from that office by a change in administration. He then resumed the practice of his profession, having devoted his time to land law until 1889, and since that time has followed a general practice. He is a genial, courteous gentleman, very successful in his profession, and enjoys a large and lucrative practice.

In 1872, Mr. Shields was married in Monmouth, Illinois, to Miss Martha Nies, a native of Ohio. Our subject affiliates with the F. & A. M., the K. of P., and for the past three years has been treasurer of the Mutual Loan & Building Association of Seattle. He is also a member of the Chamber of Commerce, and is closely identified with the enterprise and development of the Queen City of the Northwest.



SAMUEL S. WALDO, Manager of the Farmers Insurance Company, of Seattle, was born in Caledonia county, Vermont, in July, 1833, a son of Leonard O. and Caroline (Hooker) Waldo, natives also of that State. The parents were descended from the Puritans of New England. Samuel S. was reared on a farm, and educated at the Caledonia County Grammar School, the oldest educational institution of the State. At the age of eighteen years young Waldo joined the tide of emigration toward the setting sun, and, duly arriving in Ohio, taught school in Champaign county one year. He then followed the commission business in St. Louis until 1857, when he located at Wenona, Illinois, and was there engaged in the general mercantile and grain business with his brother-in-law, W. R. Mills, until 1861. In that year Mr. Waldo retired from the firm, and, as salesman for a nursery company of Rochester, New York, traveled through Virginia, Maryland and Delaware. In 1863 he embarked in the mercantile business in Iowa Falls, Iowa, and three

years later was elected Recorder of Hardin county, filling that office by re-election four years. Our subject next purchased a flour mill at Eldora, county seat of Hardin county, which he operated five years, and was then obliged to discontinue business on account of ill health. In 1880 he again opened a mercantile store at Conrad, Illinois, and at the same time was appointed Postmaster, but in 1885 resigned his position, sold his business, and came to Seattle. He first purchased land near Meydenbaner bay, on Lake Washington, where he was engaged two years in farming and making improvements.

In 1887 Mr. Waldo engaged in the insurance business in this city, and in December 1888, was one of the organizers of the Farmers' Insurance Company, of Seattle, of which he was elected secretary. This company was incorporated with a capital stock of \$200,000, which is largely owned by the farmers and hop growers of the State. They began writing insurance in March, 1889, and in the following year Mr. Waldo was made manager of the concern. The company is non-board, preferring to govern its own rates, and while accepting a general line of insurance, they make a specialty of farm and dwelling risks, following a conservative policy when it comes to city property, and by this principle they have escaped the great fires of Seattle, Spokane and Ellensburg; \$2,000 is the limit of insurance on one risk, thus reducing the hazard. The company has advanced steadily to the front and is well reputed among the insurance companies of the Northwest. They hold a re-insurance contract with the State Insurance Company of Des Moines, Iowa, and Mr. Waldo is also general agent of Washington for the Indiana Underwriters Insurance Company, of Indianapolis.

In Wenona, Illinois, in 1858, our subject was united in marriage with Miss Martha Bennett, a native of Maine, and a descendant of Governor Carver, the first Governor of Massachusetts. They have three children, viz.: Carrie May, now Mrs. A. B. Cook, of Whidby island; Dean A. and Noma. Socially, Mr. Waldo affiliates with the F. & A. A., and the Odd Fellows.

CHARLES F. SMITH, Postmaster of Kalama, the county seat of Cowlitz county, Washington, is a native of Canada, born September 17, 1843, son of Daniel

and Martha Jane (Waddle) Smith. He was the second born in their family of five children. When a boy, he went to live with a maternal aunt in New York city, where he learned the trade of ship joiner of her husband, Mr. John Hall. After acquiring the trade he worked at it for a time, but left it to join a minstrel troupe, with which he traveled about four years. He then engaged in the hotel business in a Canadian town, where he remained one year, and from there returned to his home. At this time he was commissioned by Oliver Mervot as a member of the Canadian police, but resigned after two years of service.

Leaving Canada, Mr. Smith went to Grand Forks, Dakota, where he was employed as a foreman for J. W. Ross, builder and contractor, and remained with him eighteen months. Afterward he went to the Devil's Lake country, and served two years as Sheriff of Ramsey county. During this time he accumulated considerable property there, and, upon retiring from the Sheriff's office, he disposed of his property and removed to Turtle, Montana, where he resided six years, serving as Deputy United States Marshal and Timber Inspector for that district. From there he came to Kalama, Cowlitz county, Washington, in 1889, and engaged in contracting and building. In December, 1892, he was appointed Postmaster of Kalama, in which capacity he is universally recognized as an efficient officer.

Mr. Smith was married July 25, 1868, to Miss Jane Orser, a native of Canada and a descendant of Pennsylvania-Dutch ancestry, her family history dating back in Pennsylvania to a period before the Revolutionary war. Mr. and Mrs. Smith have two children: Eva I. and Claude H. The former is a teacher in the public schools of Kalama.



RW. MALONEY, who owns and occupies a small fruit farm at Sumner, Pierce county, Washington, dates his birth at Tawas City, Iosco county, Michigan, July 26, 1855. His father was an Irishman by birth, and a blacksmith by trade. The latter moved back and forth from Michigan to Canada during the boyhood days of R. W., and at the various places where they lived young Maloney attended school and worked in his father's

blacksmith shop. When he was eighteen years old he commenced steamboating on the great lakes, being employed on various vessels for five years, and for ten years having charge of a boat on Lake Superior. In 1885 he came to Tacoma, Washington, and the first year he and his brother Thomas built a boat, which they ran for two years. In 1888 he moved to the town of Sumner, bought a house and small fruit farm, and here he has since lived and prospered.

He married Eliza J. Fallowfield in 1879, and they have one son. Mr. Maloney is a member of the K. of P. and also of the I. O. O. F. He has served as Marshal of Sumner two years. Besides his property here he also owns improved property in Tacoma.



ALFRED H. TUCKER, Mayor of Port Townsend and one of the early pioneers of that city, was born in Portsmouth, New Hampshire, May 4, 1839. He is the only child of John and Sarah A. (Berry) Tucker, both natives of the same State, and descendants of Puritan ancestry. John Tucker was a California pioneer of 1849, where he followed mining until 1858, when, on the outbreak of the gold excitement on the Fraser river, British Columbia, he started for that district. On his arrival at Puget Sound, however, he found that the golden bubble had burst, and he concluded to settle at Port Townsend. He there followed his trade of carpentry until 1870, and then engaged in mercantile pursuits, which he continued until his death in 1876, universally regretted.

Alfred H. Tucker was educated in the schools of Portsmouth until his fifteenth year. Becoming then imbued with a spirit of adventure, he went to sea, sailing on cotton trading vessels between Southern and European ports. After four years' experience he returned to his native city and passed three years in learning the carpenter trade. He then again went to sea, going as ship's carpenter and eventually filling the offices of second and first mate. In 1862 he came to the Pacific coast, via the Panama route, proceeding direct to Port Townsend to join his father. On his arrival there he engaged in contracting and building in which he was engaged until 1883. He then became associated with

C. W. Flint and C. H. Pink, organizing the Quimper Manufacturing Company, with a capital of \$15,000, which was subsequently increased to \$30,000. Mr. Tucker was elected treasurer, in which capacity he has ever since continued. They built a factory 55 x 110 feet, at the corner of Water and Madison streets, with storage and wharf facilities in the rear. This place was provided with complete machinery for sawing, planing and turning, and they were engaged in the manufacture of sash, doors, blinds and house finishing materials, conducting a very extensive business up to the depression of 1889, but are now running in accordance with the demands of the city. In 1889 Mr. Tucker engaged in the manufacture of brick with a steam plant and an annual capacity of 1,500,000 brick, thus supplying the building material for the principal business blocks in the city. He built the Tucker block in 1870 and owns other valuable property about the city, taking an active part in the development of his community.

In 1867 Mr. Tucker was married in Port Townsend, to Miss Mary Jane Caines, daughter of Captain Joseph Caines, a pioneer of 1853. They have four children; Herbert, Marshall, Hiram and Alice.

Politically Mr. Tucker is a Democrat and takes an active interest in public affairs. He ably served his constituents for one term in the State Legislature, lending his best efforts to advance the general welfare. He was also for four terms a member of the City Council, and in 1892 was elected Mayor of Port Townsend, which office it is needless to say he fills to the entire satisfaction of all concerned.

Fraternally Mr. Tucker is an active member of the I. O. O. F. and encampment, also of the twentieth degree, Scottish Rite, F. & A. M. As a man and citizen, he is distinguished by those qualities which build commonwealths and contribute to the advance of nations.



MOCABE AND HAMILTON, the large stevedoring firm of Tacoma, and Seattle, Washington, has been operating on an extensive scale under the present title since June, 1891. They are virtually the successors of the Puget Sound Stevedoring Company, which was organized in the spring of 1888, with Captain James Carroll, now of Sar

Francisco, as president; W. L. McCabe, vice president; J. P. Betts, secretary; and Ed S. Hamilton, bookkeeper in Tacoma. The last named gentleman left the company, engaged in business on his own account, and, later, Mr. McCabe also left it to join Mr. Hamilton, when the present firm was organized, and now the great bulk of the stevedoring for the ports of Tacoma and Seattle is done by them. Their business, however, is confined to the extensive foreign shipping which centers at these ports, nine-tenths of its grain being handled by them as well as a large portion of the lumber trade; besides this they do all the business in their line for the China steamers of the Northern Pacific Steamship Company, as also its chartered sailing vessels, and in transferring cargoes from these steamers to fast overland specials, have many times made records which will always stand to their credit. They have kept pace with the commerce of Tacoma; consequently their business has increased many fold. Up to 1880, when they began operations as a firm, there was only one warehouse in Tacoma—that of the Portland Shipping Company; in the summer of 1889 the Tacoma Warehouse & Elevator Company completed their large plant and the building of the vast structures of the Northern Pacific Elevator Company followed. The completion of these and other facilities for handling foreign commerce has been met with increased preparations on the part of McCabe & Hamilton, who now constantly employ from sixty to one hundred and fifty men.

Captain Ed S. Hamilton, of the above firm, ranks as one of the representative men of Tacoma. He was born in Brooklyn, Queens county, New York, July 15, 1865, son of George W. and Caroline (Agnew) Hamilton. The Hamiltons are one of the old and prominent families of New York.

The Captain was reared in his native county, and was educated in its common schools and at Westchester County Institute, where he graduated with the class of 1882. His early business training was received in a clothing establishment at Peekskill and in a hotel at Sing Sing. Early in life he developed a taste for politics, and when hardly more than a boy in years he went to Albany with General Husted, two sessions, first as clerk of the General's committee, and afterward as his private secretary. In 1887-'88 he was clerk of the committee on ways and means of the New York Legislature.

While at Albany he met and formed the acquaintance of nearly all the men prominent in public life in the Empire State.

The date of his arrival in Washington was 1888. Here for a time he was engaged in the real-estate business at Port Townsend. In October of that same year he located in Tacoma where he became bookkeeper for the Puget Sound Stevedoring Company, and subsequently was promoted to the position of its manager. In 1889 he engaged in stevedoring on his own account, and, later, he and W. L. McCabe formed the firm of McCabe & Hamilton, as above stated.

Captain Hamilton has taken a prominent part in both ranks of the Knights of Pythias. He is Past Chancellor of Tacoma Lodge, No. 42, and has been three times elected representative to Grand Lodge. Since July, 1892, he has been Commander of Sunset Division, No. 20, Uniform Rank, the best drilled company and banner organization of the State.

He was married in Tacoma, April 9, 1891, to Miss Emma Ridgeway, a native of New York State.



STEPHEN MICHAEL NOLAN, a prominent pioneer and capitalist of the Northwest, is a resident of Tacoma, Washington.

He was born in Sullivan county, New York, April 17, 1835, son of John and Ann (Matthews) Nolan. March 20, 1852, he bade adieu to his Eastern home and started for California, via Cape Horn, as a passenger on board the steamship Pioneer, and reached his destination in the latter part of August. He lived at various points along the coast until 1858, engaged in lumbering and farming, and in June of that year he went to Victoria and up the Fraser river, and the following year he spent in mining and trading. In September, 1859, he came to the Sound country, first to Port Townsend and later to Port Ludlow, opening a hotel at the latter place in 1860 and conducting the same for several years. During that summer he spent some time in eastern Washington and in the Boise basin. He continued the hotel business until 1872, during this period having charge at different times of the following hotels: the Eureka House at Walla Walla, the Pioneer House at Lewiston, Idaho, and the International

Hotel at Placerville, Idaho. In 1872, upon retiring from the hotel business, he purchased 480 acres of land in Chimacum valley and established a stock and dairy farm. This property he still owns. He remained on the farm until 1877, when he came to Tacoma and opened a grocery in the Fife block, continuing business there until 1881, when he moved into his own building on Pacific avenue, between Eleventh and Thirteenth streets. This business he sold to Hotchkiss & Co. in 1888, and retired. All these years he has been extensively engaged in real-estate transactions, and his business career, both as a merchant and a real-estate dealer, has been one of marked success, he still being the owner of much valuable property. He has a controlling interest in the Tacoma Passenger & Baggage Transfer Company, office at 111 Tenth street.

Mr. Nolan's home, a magnificent residence, which he erected at a cost of \$30,000, is surrounded by spacious and attractive grounds and is located on American lake, ten miles south of Tacoma. He was married October 13, 1880, to Miss Helen I. McCann, daughter of Henry and Mary McCann, of Philadelphia.

Mr. Nolan has taken an active and commendable interest in public affairs, and has been generous in his support of all worthy causes. He was a member of the first and second Boards of Trustees of Tacoma.



THEODORE F. PETERMAN.—Among the younger business men of the State of Washington, a mention of whose interests comes within the scope of this volume, is he whose name heads this sketch. He came to Tacoma as a young man, in the infancy of Tacoma, and now ranks as one of the substantial manufacturers of the city. An outline of his career, therefore, becomes of interest in this connection.

Theodore F. Peterman is a native of Germany, born at Ruttenbruck, county of Meppen, province of Hanover, December 25, 1857, his parents being Frederick and Christiana (Schreiber) Peterman, the father having been an officer in the customs department of the German Government. Young Peterman was educated in the common schools of his native place and also in a gymnasium school, and immediately

after completing his studies left his birthplace for the New World. At this time he was just past fifteen years of age, and it was by himself that he set out to try his fortune in America, sailing from Hamburg January 17, 1873, and landing at New York city after a successful ocean voyage. From there he proceeded to San Francisco, where he arrived in March, and went to live with an uncle who was a resident of California. In order to complete his education and to become proficient in the English language he attended school at Mount Eden, Alameda county. His first employment in this country was with the firm of Schroeder & Albrecht, wholesale candy manufacturers, No. 226 Battery street, San Francisco, with whom he remained two years. After this he went to work for Blethen & Terry, corner of First and Broadway, Oakland, with whom he remained from 1875 until 1879. After leaving this firm he spent a short time in San Francisco, and then came up to Puget Sound, arriving in Tacoma early in 1880. About the only institution here of any magnitude that offered an opportunity for employment was the mill of Hanson & Co., in the old town, and there he secured work, remaining in the mill until August. He then went to work in the furniture factory of Hull & Paulsen at Seattle, and continued with them until the latter part of March, 1881. At that time he returned to Tacoma and about the first of April engaged in the sawmill of M. F. Hatch & Co., with which firm he continued until 1887. Next he went to Hoquiam to take charge of the planing machines in the mill of the Northwestern Lumber Company, and remained with that company until his final return to Tacoma to start in business for himself.

At this point it may be well to mention an important event in Mr. Peterman's career. He was about the first competent workman in Tacoma on mouldings and kindred work, but having passed through such periods of dullness as prevailed during a great portion of his residence here, he had about come to the conclusion that it would be well to look about for something substantial in another direction, as he had made up his mind to remain here. Accordingly he purchased from the Land Company, at \$20 an acre, a piece of land twenty acres in extent, where he intended in the future to make his residence and have a little farm. It would have been a very enthusiastic man who would have then predicted that the city

would in such a short time reach out to and beyond his purchase. The turn came, however, and in 1889 he received an advantageous offer for his property and sold it, receiving for it the sum of \$325 an acre. It passed into the hands of Mr. Cowan, who laid it off into "Cowan's addition" to the city of Tacoma. The result of this investment of his savings enabled him to make a start in business for himself, and, being of an independent temperament, he was not long in determining to do so. He purchased land on Jefferson avenue, and in 1889 built upon it a small planing-mill. His business prospered to such an extent that he found it necessary to make such substantial improvements and additions in 1890 and 1891, that the small mill of 1889 has now grown to an enterprise four times its original size, extending from 2533 to 2541 (inclusive) Jefferson avenue. This site is one of the most favorable in the city for such an establishment, being convenient to the business center, with which it is connected by the well-planked avenue. The machinery also is of the best construction, and there is no better fitted institution of the kind in Tacoma. It is operated chiefly on local and Sound trade, though some extensive work is done for the country east of the mountains.

Mr. Peterman was married in Olympia, November 15, 1887, to Miss Kate Corcoran, a native of Washington. They have one child, Olive Gladys.

Mr. Peterman is now Vice-Grand of Crescent Lodge, No. 44, I. O. O. F., and is also a member of the Encampment and Canton of Tacoma.

Although a young man, he has accomplished a great deal, when it is considered how few there are that rise from the ranks to become themselves business men and employers. It is not so many years since he came to Tacoma, at which time his entire capital consisted of 75 cents; but he had qualities which supplied what he lacked in a financial way, and to-day he is ranked with the substantial manufacturers of the city.



HON. C. C. PAGETT, of Chehalis, Washington, one of the pioneers of the Northwest, and a prominent and representative citizen of this State, is a native of Ohio. He was born and reared in the vicinity of Cin-

cinnati, and after he had finished his literary studies he completed a medical course in that city. After his graduation he at once entered upon the practice of his profession there, and prior to his coming to this coast, in 1851, practiced principally in Ohio and Minnesota. When he came to Oregon, in the above-named year, he located in that part of the Territory which is now in the State of Washington. After stopping for a time on the Cowlitz river, he proceeded northward to the Puget Sound country, and began practice where Shelton is now located. In those pioneer days he practiced throughout the Sound settlements, the region along Nesqually, Squaxon and Puyallup being principally the scene of his professional labors for a number of years.

Dr. Pagett gained prominence not only as a professional man, but also for the active part he took in public affairs. He was elected to the Territorial Council, and was made president of that body. In the Indian wars of 1855-'56 he took an active and effective part, serving as an officer in those struggles for the defense of the settlers' homes and families. He has always taken a commendable interest in public matters, although at present he is not as active as he was in former years.

He was married in this State to Urania Pinto, daughter of H. H. Pinto, who was one of the earliest traders on the Cowlitz river. Their family is composed of four children, one son and three daughters.

C. C. Pagett, Jr., an active business man of Tacoma, came to this city in 1889, in the service of the telegraph company, the office then being on the wharf. Previous to that time he had been in charge of a telegraph office at Steilacoom. Since 1889 he has been in business for himself.



LOUIS ROTHSCILD, a prominent business man of Port Townsend, was born in this city, April 6, 1866, a son of David C. H. and Doretta (Hartung) Rothschild, of German ancestry. The father was born at Sulzbach, Bavaria, Germany, August 17, 1824, received a collegiate and commercial education, and in June, 1843, came to the United States. He was engaged in mercantile business in Harrodsburg, Kentucky, until 1848, when he made

a visit to his native country, and on his return to America came direct to California, arriving at San Francisco November 1, 1849. Mr. Rothschild then followed mining and merchandising until 1854, then visited China and the East Indies, returned to California in 1857, and in the following year located in Port Townsend. He was engaged in merchandising until 1881, and in that year entered the shipping and commission business under the firm name of Rothschild & Company. This partnership became widely and favorably known, and was continued until Mr. Rothschild's death, in 1886, at the age of sixty-three years. He was an old and honored member of the Masonic order. He was made a Master Mason in Mt. Nebo Lodge, No. 257, in New York city, in 1853, and in the spring of 1859 became a member of the Port Townsend Lodge, No. 6. In August, 1869, he was made a Royal Arch Mason at Victoria, in 1872 received the thirty-second degree of Scottish Rite Masonry, and in September, 1873, was elected Grand Master of Masons for Washington Territory, having previously served in the subordinate positions of that order. He was also an active member of the Odd Fellows.

Louis Rothschild attended the schools of Port Townsend until fourteen years of age, after which he was employed as clerk by his father until the latter's death. In company with his brother, Henry, he continued the shipping business under the old name of Rothschild & Company until October, 1889, when Henry retired from the firm, and Fred L. Macondray, a native of San Francisco, became a partner. They still continue business under the name of Rothschild & Company. The firm own the tug boat Discovery, and are engaged in towing from deep sea to Puget Sound and British Columbia ports. They also conduct a general shipping commission business.



WILLIAM E. BAILEY.—Among the later arrivals in Seattle who contributed generously toward the rebuilding of the city after the destructive fire of June, 1889, was the above named gentleman, who quickly recognized the opportunities then offered for investment, and was one of the foremost to enter the breach, thereby expressing in language stronger than words his faith and confidence in the future

of the fire swept city. He was born in Harrisburg, Pennsylvania, February 10, 1860, a son of Charles L. and Emma H. (Dull) Bailey, natives also of that State. The father is one of the most successful iron manufacturers in Pennsylvania, is president of the Charles L. Bailey Company and of the Central Iron Works, two of the largest nail and iron plate manufactories east of the Alleghany mountains; is also extensively connected with the iron interests of the South, and is one of the successful financiers and enterprising developers of Harrisburg.

William E. Bailey was educated under a private tutor, with the exception of one year at Pottstown Academy, until fourteen years of age, and then completed an academic course at Phillips Academy, at Andover, Massachusetts, in 1878. He next entered Yale College, graduating at that institution in 1882. Mr. Bailey then spent one year in traveling through Europe, and after returning to this country engaged in business with his father, as Treasurer of the firm of Charles L. Bailey Company, and secretary of the Central Iron Works, performing the duties of these offices until October, 1888, thereby gaining valuable business experience. In the fall of the latter year he made an extended trip through the West and Northwest, and, being greatly impressed with the natural advantages and prospective future of Seattle, purchased 120x108 feet of land on the corner of Second and Cherry streets, as a matter of investment. The land was then covered with two and three-story business houses. At the time of purchase Mr. Bailey had not decided upon immediate settlement in this city, but while continuing his travels through California the disastrous fire of June, 1889, swept across his property, and after his return he was among the first to take steps toward rebuilding the city. As hotel accommodations seemed the most pressingly demanded, Mr. Bailey was among the most active in promoting the erection of the Rainier Hotel, which was completed within sixty days after signing the contract. During that time he also completed his arrangements for the erection of the Bailey building, on the corner of Second and Cherry streets, seven stories high, built of Tenino stone, and fitted with all modern improvements, making one of the most elegant office buildings in the city. Mr. Bailey has acquired other valuable business property on Second street, and is largely interested in several of the leading corporations of the city. He is vice-president of

the Guarantee Loan & Trust Company, one of the organizers and the first president of the Washington Territorial Investment Company, vice-president of the Seattle Terminal Railway & Elevator Company, director of the People's Savings Bank, and sole owner of the Seattle Times, one of the leading daily newspapers of the city.

In Detroit, Michigan, in September, 1892, Mr. Bailey was united in marriage with Miss Fay H., second daughter of General Russell A. Alger, a gentleman of wide acquaintance and national repute.



CAPTAIN SILAS N. GREENLEAF, a skillful navigator of the sea, and a resident of Seattle, was born at Westport, Maine, August 23, 1837, a son of Westbrook and Emeline (Clifford) Greenleaf, natives also of that State, and descended from Puritan stock. The father followed agriculture, lumber and fishing interests. At an early age Silas N. manifested a desire for the sea, and at the age of twelve years began accompanying his father on his fishing excursions in the summer, and attended the district schools during the winter months. At the age of fifteen years his ambition carried him beyond the scope of a fisherman's experience, and he gained a reluctant consent from his father to sail on the sea. Commencing as a common sailor, Mr. Greenleaf gradually ascended the scale, and at the age of eighteen years became first officer. He was a steady, reliable lad, conforming strictly to parental direction until his twenty-first year, and turned over all the accumulated savings to his father.

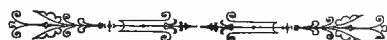
After reaching his majority he started in life for himself, and immediately embarked for the Pacific coast, sailing around Cape Horn on the ship *Memnon*. At San Francisco, in January, 1859, he shipped as first officer on the brig *W. D. Rice*, sailing to Puget Sound ports; in 1861 became master of his first vessel, the bark *Ork*, sailing in the coast trade and to Puget Sound; in 1863 became master of the bark *George Washington*; in 1865 sailed on the clipper ship *Helious* in the same trade; and in 1866 returned to Maine and bought an interest with R. H. and Joseph Tucker in the ship *Samoset*. Mr. Greenleaf brought a cargo of coal from Phila-

delphia to San Francisco, making the trip in 145 days. During that year he carried eight cargoes to and from coast ports. Selling his ship in December, 1868, after one of the most successful years of his experience, he again returned to Maine, where, with the Tucker Brothers, he bought the ship *Othello*, on which he brought coal from Philadelphia to San Francisco. He then sailed with a cargo of lumber to Callao, next with guano from the coast of Peru to Hamburg, with a general cargo to Philadelphia, was then in the cotton trade to 1872, next with petroleum to Havre, and then with steel rails to New York, the latter selling for \$90 per ton, which, within ten years, sold under a protective tariff at less than \$28 per ton. On a subsequent trip to Havre, while leaving port in ballast, the ship was driven ashore near St. Var, inside of Cape Bathflour, but the Captain succeeded in escaping with his family and crew, although the ship was abandoned and sold. The Captain returned to Maine by steamer. He then bought an interest in the ship *Union*, and sailed in the cotton trade from New Orleans to European ports for seven years. For the able management of his cargo while on fire at New Orleans, in 1876, he was presented a silver medal, handsomely inscribed, by the Board of Fire Underwriters of Havre, also a handsome chronometer by the Underwriters of New Orleans.

In 1880 Captain Greenleaf went to Liverpool and took charge of the *Fanny Tucker*, on which he sailed for nearly nine years, visiting the principal ports of Europe, Australia and North and South America. In 1883, with a cargo of wheat from San Francisco to Havre, he was struck by a hurricane off Cape Horn, two deck beams were broken, also the house and rails, and for several days they were driven before the storm, the vessel almost buried in the sea, but by able management and providential interposition they weathered the storm, and, after reaching the trade winds, the vessel was repaired without making port. In 1889 the Captain sold his vessel and retired from the sea, after a most remarkable experience in navigation, as, during his forty years upon the sea, he never lost but one man, whose death was caused by falling to the deck from the rigging. For twenty years the Captain kept the daily temperature of air and water on both the Atlantic and Pacific, in various quarters and months, but the variation of air and water did not aver-

age more than four degrees, much of the time being exactly the same. After his retirement Captain Greenleaf made a visit to Maine, after which he returned to Puget Sound, locating at Port Angeles. He owned valuable property there, and also built the Greenleaf hotel, which was afterward destroyed by fire. In 1891 he moved with his family to Seattle, purchased his handsome home on the corner of Mercer and Mitchell streets, and there the family reside, while Mr. Greenleaf attends to his property interests in Seattle, Port Angeles and Port Townsend.

Our subject was married in San Francisco, June 2, 1861, to Miss Annie A. Palmer, a native of Edgecomb, Maine. They have two living children: Annie G., wife of Rev. Charles H. Percival, a minister of the Congregational Church at Racine, Wisconsin; and Joseph T., paying teller of the People's Savings Bank at Seattle.



CHARLES C. WOODHOUSE, JR., a well-known assayer and mining engineer, of Tacoma, Washington, and a man esteemed alike for his ability and public spirit, was born in Beaver, Utah, February 14, 1858. His parents, Charles C. and Sophia (Kershaw) Woodhouse, were natives of England, the former born in Doncaster. They removed to America in 1849, and his father has been engaged in mining in Utah and Nevada ever since, being now situated in Beaver, the former State, where he follows mining and merchandising.

Charles C. Woodhouse, Jr., the subject of this sketch, was reared in the mining districts of Utah and Nevada, where he received his preliminary education. He afterward attended Knox College, in Galesburg, Illinois, where he remained four years, taking a special scientific course with a view of becoming a mining engineer. When twenty years of age he left Knox College and returned to Utah, where he was at once engaged as chemist and assayer in the Horn silver mine. He was in the employ of this and other companies, among them the Frisco Mining & Smelting Company, for some time, after which he went to Montana, where he was with the Parrott and Bell smelting companies for three years. At the end of this time he returned to Utah, where, for three years he

followed mining and merchandising on his own account. He then once more came West, this time to Washington, and after mature consideration, determined to settle in Tacoma. His reasons for so doing were two-fold: first, he had reached the age of thirty-one, and felt that it was time he should select a permanent location; and, secondly, being familiar with the great American mining districts, he reasoned that Tacoma and Puget Sound would ultimately become the smelting center of at least the Pacific Northwest, as it enjoyed extensive railroad connection, which would subsequently be enlarged with the great mining districts of the United States and British Columbia. Besides this, it had connection by sea with South America and other countries, so that the ores from the various regions could be advantageously brought to Tacoma and mixed, ready for shipment; and, in addition, the coal and coke problems were solved, as the whole Puget Sound district is fringed with these materials.

Mr. Woodhouse has a thoroughly equipped assaying office in Tacoma, and, in his capacity as mining engineer and geologist, he examines and reports on mining property in Washington, Idaho and British Columbia. He is energetic and capable, and is recognized as one of the best assayists in the Northwest, the mining interests of which he is doing much to develop and increase.



HON. GEORGE BOTHELL bears a name that is prominently identified with the history of Washington. He was born in Clarion county, Pennsylvania, April 30, 1847, a son of David C. and Mary A. (Felmley) Bothell. When the great Civil war broke out, young Bothell was a boy in his teens, but his patriotic young spirit was fired with enthusiasm, and February 23, 1862, he enlisted in Company A, 135th Pennsylvania Infantry. After the term of his enlistment, nine months, had expired, he re-enlisted in the Fourteenth Pennsylvania Cavalry, and during his service he saw considerable hard fighting. While in the infantry he was at Chancellorsville; was with Sheridan in the Shenandoah valley campaign; was taken prisoner at Hagerstown, Maryland, July 4, 1864, and spent six months in Andersonville, being paroled at Savannah, Georgia, in

the early part of 1865; visited home for a short time, but returned to the army, and was honorably discharged September 18, 1865.

During the twelve years immediately following the war, Mr. Bothell was engaged in rail-roading and dealing in wood in Illinois and Missouri. In March, 1881, he landed in Washington. For some time he was variously employed in Seattle. Then he engaged in logging on Lake Union, employing as high as twenty-five men. He oversaw the work of cutting the canal between Lake Union and Lake Washington. In the fall of 1886 he moved to Bothell, and the following year platted twenty acres in the town site. The firm of Bothell Brothers was organized in 1888, and in the fall of 1889 they built a saw and shingle mill, its capacity being 80,000 shingles and 25,000 feet of lumber per day. This mill was destroyed by fire October 6, 1892, after which they rebuilt the shingle mill only, with a capacity of 125,000 shingles per day.

Mr. Bothell is a man of family. He was married May 15, 1870, to Miss Alice Hetrick, a native of Illinois. They have five children living and two deceased, the names of the former being Albert, David C., Clara, George, Jr., and Mima.

Mr. Bothell is a public-spirited and generous man, and ever since he took up his residence in Washington has been actively identified with its best interests. He was elected on the Republican ticket to the first and second sessions of the Washington State Legislature, in which honorable body he performed faithful and efficient service and acquitted himself most creditably.



HON. IRA ALLEN TOWN, formerly Mayor of Tacoma, now one of the members of the able law firm of Tripp, Town & Dillon, was born in Franklin township, Franklin county, New York, April 2, 1848. His parents, Edmund and Betsy E. J. (Lyon) Town, were natives of Vermont, and descendants of early New England ancestors.

The subject of this sketch spent his boyhood in the State of his birth, and when sixteen years of age, accompanied his parents to Freeborn county, Minnesota. He later went to Iowa and attended the the Cedar Valley Seminary, at

Osage, at which he graduated in 1873, with the degree of Bachelor of Science. During this time he defrayed his expense by teaching. He finished a term of school in the summer of 1874, and, in September of that year entered the law department of the Iowa University, at Iowa City. He graduated at this institution with the degree of Bachelor of Laws, in June, 1875, by virtue of which he was admitted to practice in the supreme court of Iowa.

After graduation, Mr. Town continued his legal studies for a year in the office of Stacy & Tyrer, at Albert Lea, Minnesota, subsequently engaging in practice on his own account in that town. On the organization of Albert Lea as an incorporated city, Mr. Town was elected City Magistrate, serving efficiently in that capacity for two years. From January, 1880, to the same month in 1884, he acted as Judge of the Probate Court in Albert Lea, and would have been continued in office had he not resigned. In 1883 he had visited Washington and had become so favorably impressed with the Territory that he decided to settle in Tacoma, and resigned with that object in view.

The Judge arrived in Tacoma, the city of his choice, to the interests of which he has ever since remained wedded, on March 4, 1884, and in partnership with L. M. Glidden immediately opened an office, under the firm name of Glidden & Town. This partnership was successfully continued for three years, when, in 1887, it was dissolved, and, after an interval of a few months, Judge Town, in connection with J. F. Fisher, founded the firm of Town & Fisher. In the following August, Mr. Fisher died, and, in September, 1891, W. W. Likens and Judge Town formed a partnership. In course of time this also was dissolved and re-organized by the admission of Judge Tripp and C. H. Dillon, in which firm there was another change before the present able partnership of Tripp, Town & Dillon was formed, on December 17, 1892. This has already become a powerful copartnership, its several members bringing to their work years of experience and study, besides a natural and keen insight into legal affairs, together with a reputation for honest, upright dealing, unexcelled by any of their talented competitors. Their prosperity in this short time is but a premonition of that which is to follow, and they are destined to become a prominent factor in not only the legal affairs of Tacoma, but also in those of the State.

Judge Town, when he came to Tacoma, fully determined to take no active part in politics, but was drawn into public affairs through a peculiar condition of circumstances. The success attending the efforts to drive the Chinese from the city, brought into office and prominence a doubtful element, whose conduct of official matters was not satisfactory to the more substantial portion of the city's population. Accordingly, Judge Town was selected, contrary to his expressed wishes and protests, to head the Citizen's ticket, with the view of once more establishing stable government in Tacoma. He hesitated before accepting the nomination, but finally decided in the affirmative, and entered the race with vigor and determination, carrying off all the honors in the most exciting contest ever known in Tacoma. During his term as Mayor, Judge Town instituted a number of much-needed reforms, and the better class of citizens had the satisfaction of witnessing a renewal of good government and consequent prosperity.

The enthusiasm created by the Judge's able administration of municipal affairs, naturally suggested to the people his fitness for nomination as representative to the Territorial Legislature, which he accordingly received. The advancement of Washington to the honors of Statehood, however, entirely changed the condition of affairs, and he did not run for office. Besides these flattering testimonials to his ability and worth, the Judge has received other signs of appreciation from the people, whose best interests he has always faithfully served. Being a stanch Republican, he was elected by his party a member of the central committee in 1886, and was also made a delegate to the State convention of the Republicans, held at Olympia in 1892, in both of which he did much by his wisdom and tact in bringing about mutual harmony and co-operation.

November 22, 1879, Judge Town was married to Frances V. Steele, a native of Knox county, Ohio, and a lady of rare worth of character. On August 23, 1890, the Judge was called upon to mourn the death of his devoted wife, who for eleven years had been his faithful counselor and friend. Their two children are: Mary Elizabeth and Frances Allen.

Such universal commendation by an appreciative people renders further remarks by the biographer unnecessary, unless it is to call particular attention to the source and cause of this

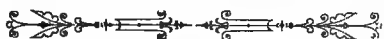
popularity, which is to be found in his thorough integrity and heartfelt devotion to the best interests of struggling humanity, and it is to his honorable efforts, and to those like him, that Washington owes her proud position in the nation to-day.



F ALBERT BARTLETT, one of the active business men of Port Townsend, was born in Kennebunk, Maine, March 9, 1851, and is a son of John H. and Dorothy Bartlett, of that city. He was educated in the schools of Kennebunk and when sixteen years of age began a seafaring life, but after one cruise before the mast, he returned to his home. In 1868 he started for the Pacific coast, embarking at New York city via the Panama route. Duly arriving at San Francisco, he thence proceeded by sailing vessel to Port Townsend, where his brother, Charles Carroll Bartlett, was then located in the mercantile business. Albert began clerking for his brother, but after a year became wharfinger on the Union wharf, at that time the only dock in the city. During succeeding years, he was occupied as assistant lighthouse keeper at Smith island and Dungeness and later engaged in mercantile pursuits at Coupeville, at Tulalip Indian reservation and at the forks of the Snohomish river. In 1875 he went to New Dungeness to manage the general merchandise store of his brother, where he remained until 1880. While there he served as Postmaster, County Auditor, and conducted a small hotel. In 1880 he returned to Port Townsend and purchased an interest with his brother and nephew, thus forming the firm of C. C. Bartlett & Company, which was continued up to 1888, when he retired from the firm. He then engaged in business as ship broker and commission merchant, in which occupation he has remained ever since, meeting with that success which is the usual reward of earnest and intelligent effort.

In 1878 Mr. Bartlett was married at New Dungeness, to Miss Imogene Whittaker, daughter of an early pioneer of Port Townsend, who founded and published the first newspaper in that city. Mr. Bartlett resides at the corner of Jefferson and Tyler streets, where he has a cottage home overlooking the city and bay. He has improved business property on Water street and

other valuable city realty, being regarded as one of the most substantial men in the place. He is ever ready to aid any enterprise for the benefit of his community, of which he is justly recognized as a representative citizen.



GEORGE B. ADAIR.—It is a pleasure to sketch the life of such a prominent business man of Seattle as George B. Adair, who was born in Seneca county, New York in July, 1847. His ancestors were of Scotch descent, from the vicinity of Edinburg, and emigrated to the United States in the eighteenth century. His father was a native of Delaware, and married Miss Mary Van Tuyle, of Pennsylvania, descended from old pioneer stock from Holland. Henry Adair followed farming until 1851 when he started for California, via Cape Horn, to try mining. He met disaster by fire and flood which reduced him to penury; he then engaged in farming and stock raising in Placer county until 1870 when he returned to his family in Seneca county and passed the closing years of his life there.

George B. Adair has supported himself since he was eleven years old. He spent three years with his uncle, Isaac Van Tuyle, working on the farm in summer and attending school during the short term in winter. He was apprenticed for three years to learn the hardware trade with William Langworthy, one of the oldest dealers in the United States, a kind hearted gentleman who took a great interest in young Adair (who was only fourteen years old.) After he had learned the trade, Mr. Langworthy sent him to school for one year in Syracuse, New York, and then secured him a position in Elmira, New York, as buyer and manager for a hardware house, but as he had bronchial trouble he sought a milder climate. He arrived at San Francisco in November, 1868, and went to the mountains in search of his father whom he found and induced him to return to his family in the East.

He spent a year in the mountains, then returned to San Francisco and took a position as manager for John J. May & Company, hardware dealers, of Boston. He served in this capacity for three years, when a new firm was organized and he took an interest. This firm was short-lived, and Mr. Adair engaged in brokerage business in iron, hardware, etc., with marked success.

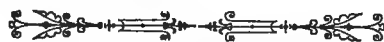
In 1880 he sold out and assisted in organizing the Gordon Hardware Company, of San Francisco, and was engaged as manager of the sales and interior department. In 1883 he withdrew and came to Seattle and organized the Gordon Hardware Company, of Seattle, becoming its treasurer and general manager, and in the face of strong opposition and difficulties, he has by his push, courtesy, and honest transactions built up an extensive business.

The fire of June, 1889, caught them with a stock of \$167,000, which was almost a total loss,* but they re-built upon a more extended scale, and their fine brick building at 627-629 Front, street is filled with a well selected stock of hardware, sporting goods and cutlery, representing every manufacturing State of the Union. Mr. Adair is interested in all that pertains to the growth and development of the city. He was one of the original thirteen who organized the Board of Trade, was elected the first president, and is still holding the office. He is a member of the Chamber of Commerce and president of the Mutual Loan & Building Association, of which he was an organizer. He was an original stockholder of the Home Fire Insurance Company, of Seattle, the Northwestern Express Company, Puget Sound District and the Seattle Savings Bank. He helped frame the new city charter in 1890.

Mr. Adair was married in San Francisco in 1873, to Miss Martha Jones, native of California, and daughter of Seneca Jones, a pioneer of 1848, who came to the coast via Cape Horn, and brought with him his frame house, which still stands on Folsom street, San Francisco.

Mr. and Mrs. Adair have five children: G. Harry, Mattie May, Florence, Winifred and Ruby Jean.

Close, careful and individual attention to business or private enterprises is the secret of his abundant success.



ROBERT LYALL, a medical practitioner at Port Townsend, was born at Caithness, in the highlands of Scotland, December 26, 1856. He received his education in the various schools of Scotland, and at the University of Edinburg. In 1878 he entered the medical department of the latter institution, but in 1879, before completing his

course, he came direct from Glasgow to San Francisco. Mr. Lyall subsequently located at Portland, Oregon, and, having decided to locate permanently on the coast, entered the medical department of Willamette University where he graduated in 1882. After spending a few months in the Good Samaritan hospital of Portland, the Doctor came to Port Townsend, and accepted the position of physician in charge of the Quinaiutt Indian reservation, at Neah Bay, then in charge of General Oliver Wood. After two years there, Mr. Lyall returned to Port Townsend, where, with the exception of two years spent in Australia, he has since been engaged in a general practice of medicine and surgery.

The Doctor was married at Neah Bay, in 1883, to Miss Ollie May, a daughter of General Oliver Wood, who was appointed by President Hayes as Indian Agent for the coast reservations between Puget Sound and the Columbia river. Mr. and Mrs. Lyall have two children, Hugh Oliver and Emily Jean. In his social relations, Dr. Lyall is a member of the F. & A. M., K. of P., A. O. U. W., and of the county and State medical associations.



PETER J. SMITH, one of the steady, reliable agriculturists of Squak valley, Washington, was born January 15, 1848, in Lawrence county, Illinois, a son of Peter and Phoebe (Judy) Smith. He remained under the parental roof, a member of his father's household until nineteen years of age, when he started out to make an independent career in the world. He went to Kansas, and for one year was in the employ of the Government; the following year was spent in Wyoming in the railroad business, but at the end of twelve months he returned to Illinois, and became associated with his brother in business. Under the firm name of Smith Brothers, they operated a portable sawmill, making a specialty of sawing black walnut; at one time they filled an order of two million feet for Colonel A. D. Straight, of Indianapolis, Indiana; they continued the business four years and met with fair success.

In 1875 Mr. Smith crossed the plains to the Pacific coast; it was at a time when trouble was anticipated with the Black Hills Indians, but the train with which he traveled was not molested

and had no serious mishaps. He reached Seattle September 9, 1875, and during the winter of 1875-'76 was engaged in the butcher trade in New Castle. In March of 1876 he came to Squak valley, and purchasing eighty acres of land has since turned his attention to tilling the soil; the tract he bought was originally settled by Thomas J. Cherry whose history appears elsewhere in this volume. Here he has led a quiet life, devoting all his energies to placing his land under cultivation and making many valuable improvements.

He was married March 24, 1872, to Josephine Laird, who was born in the State of Illinois.



ANGELO VANCE FAWCETT, of Tacoma, Washington, one of the most widely known and extensive business men in the Northwest, was born in Knox county, Ohio, March 6, 1846. His parents, Philip and Martha (Vance) Fawcett, were thrifty and enterprising people. They were pioneers of several States, moving from Ohio to De Witt county, Illinois, in 1853, and thence to Logan county, the same State in 1856. They possessed all the hardy virtues engendered by life on the frontier and died as they had lived, in the heartfelt esteem of all who knew them. They carried the arts of peace and civilization into these new places, and as such are entitled to the gratitude of future generations.

The subject of this sketch was seven years of age when his parents removed to De Witt county in the Prairie State, and was ten years old when they went to Logan county, where the ensuing years of his life, until the civil war, were passed. In 1863 he enlisted in Company E, of the Seventh Illinois Infantry, and participated in many of the most important engagements. He was wounded at the battle of Allatoona, Georgia, but lost only a short time, rejoining his regiment at Savannah, the same State, and for sixty days was engaged in fighting with Sherman in that General's march to the sea. Mr. Fawcett was mustered out of the service at the close of the war, in Louisville, Kentucky, and at once returned to his home in Illinois.

He entered a telegraph office in McLean county, that State, and for eight years followed telegraphy in Illinois. In the spring of 1876, he became a commercial traveler for Kingman

& Company, of Peoria, Illinois, and was so successful that the company placed him in charge of their branch house in St. Louis in 1880, but he later put a manager in charge of that house and again went on the road where he continued until August, 1883.

In the meantime he visited the Northwest, and becoming impressed with the wonderful opportunities there he decided to start in business for himself. August 15, 1883, he arrived in Tacoma, Washington, and in the fall of that year opened an implement store at No. 1311 Pacific avenue, under the firm name of Fawcett Brothers. This store still occupies the same site, but now deals exclusively in seed and garden tools. Their main agricultural implement house being located at 1515, 1517 and 1519 Pacific avenue. They have branch houses in both North Yakima and New Whatcom, and have a large wholesale trade all over the State and throughout the Northwest. They keep two men on the road attending to their large and increasing trade. In 1885, this company established a branch house in Portland, Oregon, but, after three years closed it on account of the enormous business done from that vicinity with the house in Tacoma. In 1891, the Fawcett Wagon Company of Tacoma, was incorporated, which occupies a large establishment on Fourteenth street. Fifty per cent. of its manufactured products are vehicles besides which it makes everything in the implement line. Mr. Fawcett is president of the manufacturing branch as well as of Fawcett Brothers doing business at Tacoma, New Whatcom and North Yakima, and by his able management has done much to insure their continued prosperity. He also holds stock in numerous other enterprises in Tacoma, all of which feel the impulse of his energy and executive ability.

September 28, 1882. Mr. Fawcett was married to Carrie Magill, a native of Mount Vernon, Indiana, who has been to him a faithful counselor and a loving wife. They have four interesting children: Vance, aged seven years; Ethel, aged five; Edgar, three years old; and Jessie, a bright little maiden of one.

Fraternally, Mr. Fawcett is a member of the K. of P., the A. O. U. W., and the G. A. R., Custer Post, No. 6.

One who has read Mr. Fawcett's biography this far, will not be in doubt as to the amount of energy stored away in his mechanism, or the exalted standard of the motive power which

gives shape to that force. Suffice it to say that no one has figured more prominently in the advancement of Tacoma and the surrounding country, or contributed more fully to her moral welfare than Mr. Fawcett, whose hand is always for progress, and head and heart for the betterment of mankind.

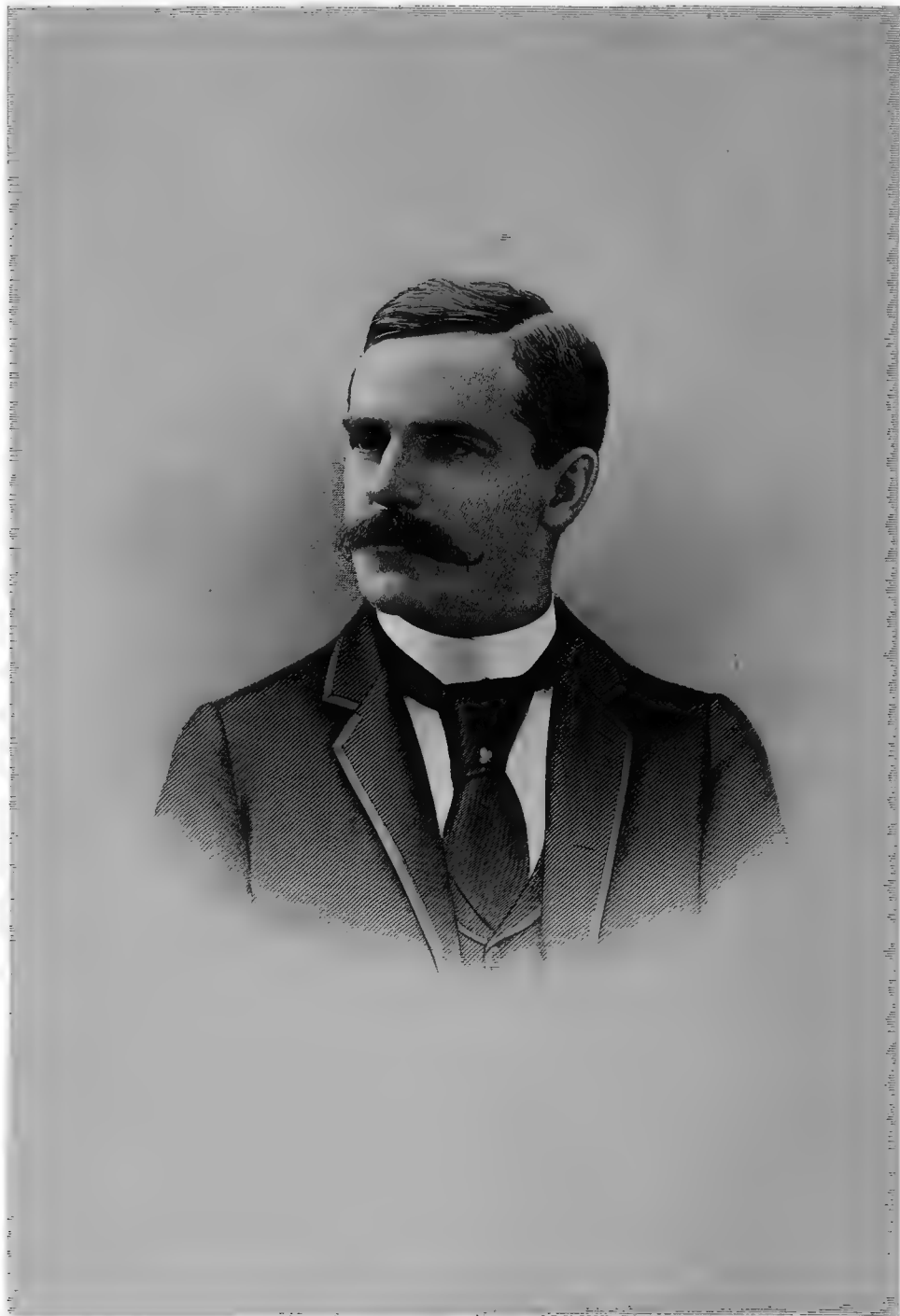


CHARLES BERGER, president of the Charles Berger Carriage Manufacturing and Supply Company, Tacoma, Washington, is one of the most enterprising business men of this city. A brief sketch of his life is as follows:

Charles Berger was born in Detmold, Westphalia, Prussia, February 11, 1849, son of Henry and Sophia (Nalte) Berger, his father at that time being a government official. Between the ages of six and fourteen years Mr. Berger attended school, and after that he learned the trade of woodworker, serving an apprenticeship of three years. Following this term of service, he spent one year in travel throughout Germany. In 1868 he came to America, landing at New York, and after a short time there proceeded to Lake Superior, Michigan, spending the next six years in that region and at Chicago and vicinity. In 1874 he went to California, in which State he was located first at Placerville, afterward at San Francisco, and still later at other places.

It was in 1878 that Mr. Berger came to Washington. Upon his arrival here he took up land on Skagit river, lived there about two years, off and on, and in 1880 came to Tacoma, which was then a small place of about 1,700 inhabitants, including old Tacoma. When he landed in Tacoma he had but \$10, and this money he invested in a suit of clothes. He accepted anything he could get to do, working for the railroad company and for individuals as opportunity afforded. With the first \$25 he earned, he purchased a lot on D street, between Thirteenth and Fifteenth streets. This lot he subsequently sold, and then bought three more, at a cost of \$850; and three or four years later he sold them for \$10,000.

In 1885, when the gap in the railroad was in process of completion, he opened a shop at his present location, and in 1891 the Charles Berger Carriage Manufacturing and Supply Com-



2nd Nov 1881

Wm H. Malley

pany was organized with a capital stock of \$20,000, and with him as president. Since that time he has continued in business here.

Mr. Berger is a member of Steuben Lodge, No. 65, I. O. O. F.: of Tacoma encampment, No. 8.; of canton, No. 4; Patriarchs Militant; and Rebekah degree lodge. He ranks as one of the pioneers of Tacoma, and has been an eyewitness to its wonderful growth from a border village to its present position as one of the most important cities of the Pacific coast.



WILLIAM H. HANSON, one of the most prominent young business men of the Northwest and the efficient manager of the great Tacoma mill, is a native of California and a son of Charles Hanson, who first made the name of Tacoma known through his mill in the old town.

Charles Hanson, a well-known and honored pioneer of the Northwest, was born in Elsinore, Denmark, where his earliest years were spent. When quite young he ran away from home and went to sea, and after several years of seafaring life he visited the United States, being then about eighteen years of age. It was not, however, until 1852 that he permanently settled in San Francisco, of which city he was one of the pioneer lumbermen. He early foresaw the vast possibilities of the Puget Sound country in the lumber industry, and established his mill at Old Tacoma, when the whole country was a wilderness. He first came to the site of this town in 1866, and two years later built a mill with a capacity of 40,000 feet of lumber daily. This capacity was afterward increased to 275,000 feet for a day of ten hours, and the maximum output of this mill, which subsequently reached 462,000 feet in ten hours, was for a long time the world's greatest record. This mill brings to Tacoma a large fleet of vessels, which carry its product to the four corners of the earth,—to Australia, China, Japan, South America, England, France, Germany, Spain, and other foreign countries, as well as to the eastern seaport cities of the United States, to New York, Philadelphia, etc. No enterprise has played an equal part in the development of the country, and its founder is justly entitled to the gratitude of the entire Northwest, whose interests he has benefited to a remarkable extent.

William H. Hanson, whose name heads this sketch, a chip of the granite block in his energy, foresight and integrity, was reared in the State of his nativity, and educated at St. Matthew's Hall, San Mateo, California. He then began a practical experience in the lumber business, beginning at the very bottom and familiarizing himself with every detail, until he had so thoroughly mastered all intricacies that he was capable of assuming the management of such an enterprise as the large Tacoma mill, with its extensive business interests, of which he has had charge since 1887. In 1890 he made a trip around the world, partly for pleasure and partly to familiarize himself with the countries which form the markets for the output of his mill, visiting Australia, China, Japan, the various countries of Europe, etc. In this way he gained much valuable information, which he has incorporated with benefit in the operation of his business. This enterprise, now the largest and most advanced in the Northwest, shows in a marked degree the effects of an enlightened and progressive management, and does honor to the man who is the cause of it all.

Deeply interested in the welfare of his community, Mr. Hanson is naturally a prominent figure in the social and commercial bodies of Tacoma. He belongs to the Chamber of Commerce, to the Union, Commercial and Bohemian clubs, and to the B. P. O. E. Both he and his father have done much by their progressiveness and public spirit to develop the resources of the Northwest, and deserve the respect and esteem of a grateful people.



WH. LLEWELLYN.—Among those men of energy, ability, forethought and will, who have taken a leading part in the development of Seattle and vicinity, and incidentally advanced the welfare of the State of Washington, the subject of this sketch is most worthy of mention.

A native of the Buckeye State, he was born in Youngtown, August 4, 1861. When a boy, his parents removed thence to western Pennsylvania, where the subject of this sketch passed most of his youth. He acquired a practical English education in the Keystone State schools,

learning at home those lessons of industry, economy and honesty, which have contributed to his success in life. When fifteen years of age, he joined the tide of emigration then setting in toward Colorado, the Leadville mining excitement then being at its height. Reaching that place, he was for a time employed in a bank as clerk, the president of that institution being J. F. Eshelman, Mr. Llewellyn's recent partner and with whom he is still connected in a business way. Later on, Mr. Llewellyn became cashier of a bank at Robinson, Colorado, of which institution he was subsequently made manager. This was prior to his attaining his majority. In 1882, still following the Star of Empire, he removed to Seattle, where he formed a partnership with J. F. Eshelman, under the firm name of Eshelman, Llewellyn & Company, who actively and extensively engaged in the real-estate business. In 1892, Mr. Llewellyn succeeded to the business of this firm, which he at present conducts in a successful and profitable manner. He is also actively connected with a large number of other enterprises in Seattle, as director or in some other official capacity. Indeed, there are but few enterprises in the community which have not felt the impulse of his energy and ability, and he justly enjoys a high measure of the esteem of his fellow citizens.

In 1888, Mr. Llewellyn was married to Miss Janet, daughter of J. W. George, one of Seattle's leading residents. Their home reflects comfort and refinement and is the center of attraction to numerous friends, who find in the cheerful and hospitable surroundings a never ceasing entertainment, as rare as it is delightful.



THE PUGET SOUND FLOURING MILL COMPANY, one of the most extensive and best-known enterprises in the Northwest, which has played an important part in the development of the country in its vicinity, was organized in May, 1890, with a capital stock of \$160,000. It owns 1,000 feet of water-front and a wharfage in Old Tacoma, and has the second largest ocean warehouse on Puget Sound. The building of their extensive mill was begun in 1889 and completed in the spring of 1890, when they began operation and have since steadily continued, shipping their

flour all over the world. This mill was built by the Nordyke & Marmon Company of Minneapolis, and is one of the best equipped institutions of its kind in the country. It has twelve double stands of rolls, 9 x 24, and twelve measuring 9 x 30; forty-five flour dusters, two shorts dusters, twelve Smith purifiers, five New Era scalpers, 350-horse power Lane & Bodley condensing engine, a Rice automatic engine for dynamo running a 150-light plant, a forty-horse power Atlas engine for the elevator, which has a capacity of 80,000 bushels. The stated capacity of this mill is 800 bushels a day, and it is worked up to and beyond this limit. The first load of flour ever shipped from this mill, or from Puget Sound, was in May, 1890, and was taken by the British ship Earl Derby.

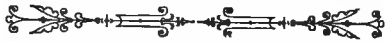
Charles Dawson, a practical miller, who has been operating superintendent for the Puget Sound Milling Company since the building of their plant in Tacoma, has no superior in his department of work in the country, and is worthy of extended mention in this connection.

He was born in Baltimore, Ontario, Canada, May 16, 1856, and was reared and educated in that vicinity. In the summer of 1874, when eighteen years of age, he left home and went to Bowmanville, Ontario, where he entered the mill of John McDougall, in which he worked for two years. At the end of that time he went to Napanee, Ontario, where he worked for a year in the mill of Isaac Warcup & Co., after which he assumed charge of the mill of John Robinson, in the same city, in which establishment he remained for a year and a half. From there he went to Minneapolis, Minnesota, and later to River Falls, Wisconsin, in which latter place he was employed for a year in the mills of A. O. Freeman. At the expiration of that time he returned to Minneapolis, where he was for two years engaged by Morrison & Co. From there Mr. Dawson proceeded to Topeka, Kansas, securing employment in the Crosby roller mill of that city. Thence he once more returned to Minneapolis, where he entered the mill of Sidle, Fletcher, Holmes & Co., and after a short time with them he came to the Pacific coast. He was first employed in the Capital flouring mills at Salem, Oregon, where he remained a year, at the end of which time he took charge of the Imperial mills in Oregon City, for the Portland Flouring Mill Company, in whose employ he continued a year and a half. He then went to California and was in

the Salinas mills of the Central Milling Company for a year, at the end of which time he went back to Minneapolis and again entered the employ of Morrison & Co., and superintended the overhauling of the Excelsior mills. When that was completed he selected the machinery and superintended the erection of the plant of the Puget Sound Milling Company at Tacoma, since which time he has given his entire time and attention to the operation of this mill, the success of which fully testifies to his superior ability in this line.

Fraternally, Mr. Dawson is a member of the Masonic order and still belongs to his old lodge, No. 112, Minneapolis.

If thorough, capable work, honest, upright citizenship and high moral standing are commendable, we find them all combined in the subject of this sketch, who is justly entitled to the universal esteem of his fellow-men.



DR. JOHN F. BEARDSLEY, who is one of the earliest physicians of Tacoma now practicing in that city, is a native of New Haven, Connecticut, born March 13, 1857, son of Smith and Katie (Mallett) Beardsley. He is a lineal descendant of David Beardsley, who with his brother John, came to this continent from England, and landed at Plymouth Rock during the early settlement of the colonies. The Malletts are also an old New England family.

Dr. Beardsley received his literary education at Yale College, of which famous institution he is a graduate. Choosing medicine as his profession, he entered the medical department of the University of the City of New York, where he graduated as a member of the class of 1881. He also took clinics in that city. He served one year as house physician in the Brooklyn city hospital, and in 1882 came to Tacoma, Washington, arriving in the future important city on the 6th of October. Since that date he has practiced here, witnessing in the meantime the wonderful growth culminating in the Tacoma of to-day. Six months later he became physician to the Fannie Paddock memorial hospital, which post he held until the institution was removed to its new quarters. He is now surgeon for the St. Joseph's hospital, and also for the Tacoma Mill Company, having been appointed in the latter capacity in 1884.

Dr. Beardsley was married in Tacoma, February 2, 1887, to Miss Martha James, a native of Buffalo, New York, daughter of Phineas James, one of the early residents of that city.

Among the fraternal organizations, Dr. Beardsley holds membership in both the B. P. O. E. and K. of P. He is also a member of the Pierce County Medical Society. Ever since his advent to the State his professional standing has been in the front rank, and as one of the pioneer physicians of Tacoma, he is well known and highly respected.



PB. Mc DOUGALL MILLER, M. D., is one of the distinguished surgeons and physicians of Washington. He was born at Rothshire, in the highlands of Scotland, January 1, 1835, received his primary education in the public schools; he then entered the Carlton Hill high school at Edinburg and prepared for the University; entered the Royal College of Surgeons of Edinburg in 1854, and four years later graduated with the degree of L. R. C. S. E. He then went to Melbourne, Australia, later to New Zealand, practicing his profession. In 1872 he emigrated to California, locating at Oroville. In 1873 he took a course at the University College of San Francisco (now Cooper Medical College) and received the degree of M. D., and returned to Oroville, and was appointed physician of Butte county and surgeon of the county infirmary and jail.

In 1876 he went to New York and received degrees from the Bellevue Hospital College and the University of New York city. While in California, he was a member of the State Medical Society and chairman for the years of 1880-81 of the Committee on Surgery.

Dr. Miller came to Seattle in 1882, but after remaining a few months made a trip to Europe for the purpose of study and research. He attended lectures at St. Bartholomew's St. George's, and the University City colleges in London; then spent eight months in medical schools of Germany and Scotland, and in conversation and study with Dr. Tait, of Birmingham, and Dr. Keith, of Edinboro, the two celebrated ovariologists of the continent, in which branch of surgery, Dr. Miller has gained a wide reputation, through his successful operations,

Returning to Seattle in 1883, he entered at once into a general practice, giving special attention to surgery and gynaecology, and has built up an extensive patronage.

He is married and has six children, George E.; Eleanor; John C. S.; Sinclair; Olive and Herbert L.

John C. S. is a graduate of Queen's University Medical College, of Kingston, Canada, and is in partnership with his father.



Moses R. Maddocks, one of the respected citizens of Seattle, was born in Bucksport, Maine, November 13, 1833. His parents, Ezekial and Esther (Blood) Maddocks, were natives of New England, and descended from Puritan stock, though from Welch and English ancestry. Four children blessed this union, Moses R. being the youngest. At an early age he was thrown upon his own resources, as his father died when Moses was but seven years old, and in his fourteenth year his mother passed away. He was then taken by an uncle, John Boyd Blood, with whom he passed two years, the summers being spent on the farm and the winters in the district school.

Desiring to continue his education, he then went to Bucksport and attended the seminary for two years, working for his board at the village hotel, in building fires, attending to the stock and acting as boy-of-all-work. In 1851 he joined his brother, M. B., and engaged in farming and lumbering near the town of Brewer, and there remained until the fall of 1856, when he contracted a touch of the western "fever," and being desirous of seeing a little of the western country, he started for Minnesota, traveling by sail from Portland, Maine, to Fond du Lac, Wisconsin. There he fell in with two men named Smith, from Maine, out on a similar tour, and they traveled together up Wolf river to Gill's landing, where they purchased a team and crossed the divide to the Mississippi river, thence to St. Paul and St. Anthony, where our subject hired out in the lumbering and logging business. In the spring of 1857 he joined two men in purchasing a portable sawmill at the mouth of Rum river, where every prospect favored their enterprise, but shortly after the grasshopper plague swept through Minnesota,

destroying the crops and at the same time crippling every line of business. Though Mr. Maddocks baffled with the opposing influences up to August, he then decided that he had struck a worse country than Maine, and selling his interest for what he could get, taking in payment the "wild-cat" money, which he had great difficulty in discounting, he returned to his native State, arriving in Portland after but about one year's absence, though he left home with the intention of remaining five years. He dreaded the ridicule of his friends, so he "turned about" and started for New York. There he decided to strike for California, and after writing a letter to his sister, he embarked as a steerage passenger, via the isthmus of Panama, and landed safely in San Francisco on October 1, 1857, a "stranger in a strange land." He then started for the mines, traveling by steamer to Sacramento and stage to Oroville, where he hired out to work at placer mining at \$8 per day, including board, sleeping in rude bunks in the open air. Remaining until the high water stopped the mining, he then joined two associates and they bought a claim and one mile of ditch on Butte creek, and there mined for several months, but with such poor success that they sold out their ditch for irrigation purposes and abandoned the claim. Mr. Maddocks then returned to Oroville and decided to try some lumbering country, and, retracing his steps to San Francisco, embarked by steamer for Humboldt bay, and began work in a sawmill. Hard times and cheap lumber soon closed the mill, and he again returned to San Francisco.

Remaining but a few days, he embarked by the old steamer Columbia for Puget Sound, and landed in March, 1858, at Port Gamble, then, as now, one of the prominent lumber centers of the Sound. The Fraser river gold excitement was just then at its height, and as many employes had left the mill, our subject found ready occupation at good wages, and after announcing the location of his birth, he, with Walter Brown, was given a contract for cutting logs, to cover a period of one year. At the termination of his contract he purchased a team and then followed logging for the company for six years, after which he sold his interest to Amos Brown, now of Seattle, to fulfill the duties of legislator, to which position Mr. Maddocks had been elected. Attending the session of 1863-'64, he then came to Seattle, and in partnership with Amos Brown and John Condon,

purchased the Occidental block for the sum of \$1,500, and erected thereon the old Occidental Hotel, which they operated about one year, when Mr. Maddocks sold his interest to John Collins and purchased an interest in the drug business of Gardner Kellogg, the latter partnership continuing about eighteen months, when Mr. Maddocks bought the entire business, which he thereafter followed with noted success for sixteen years, closing out his business in 1882.

Since that date he has been engaged in caring for and improving his property interests, having traded somewhat extensively in both outside and inside property. He lost quite heavily by the fire of June, 1889, but before the embers had ceased from smoking on the corner of Madison and Front streets, his contract was made for a new brick building, and thirty days later it was leased for a term of years, the building paying for itself the first year.

Mr. Maddocks was married in Seattle, in 1866, to Miss Susie Williamson, of New York, and they reside on the corner of Fourth and Cherry streets, in a handsome home, surrounded by every comfort. Mr. Maddocks is vice president and one of the organizers of the Mutual Building and Loan Association, and has been frequently importuned to take stock in banks and other enterprises, but has fought shy of all incorporations, though he has always been an active participant in advancing the interests of the city which he has frequently served in official capacities, and for several years served as County Commissioner.

Nearly thirty years passed before Mr. Maddocks returned to the scenes of his childhood, but since that date he has made frequent trips, as he has wisely decided to devote the closing years of his life to travel and such restful occupations as shall prolong life and enhance the pleasure of himself and his most charming and cultured companion.

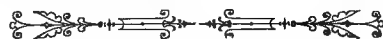
THE ROBERTS SHINGLE COMPANY, whose plant is located at Stuck Junction, is one of the late additions to the industries of Pierce county, Washington. The capacity of the mill is 40,000 shingles per day, and the machinery is operated by a twenty-five horse-power engine with two boilers of forty-

five-horse power. The present proprietors, George, John H. and William Edward Roberts, purchased the property in October, 1892, and since that time many improvements in its workings have been made. The entire product of the mill is shipped to the Eastern markets.

William Edward Roberts, superintendent of the mill of the Roberts Shingle Company, Stuck Junction, was born in London, Ontario, Canada, December 23, 1869, his parents being William and Ann (Garland) Roberts, the father a native of Ireland, and the mother of Canada.

Mr. Roberts was reared in Canada and was educated there, his early life being spent on a farm. In 1889 he came to Washington, and at first was employed in operating one of the track-laying machines that was invented by his uncle, George Roberts. He began on the Northern Pacific railroad at Moscow, Idaho, and afterward worked on the building of the Great Northern at Sand Point railroad, in Idaho; again on the Northern Pacific from Seattle to German Prairie, a distance of about eighty-five miles; on the Olympia branch of the Northern Pacific, about twenty miles from Gate City to Olympia; thirty miles on the Seattle, Lake Shore & Eastern, from Woolley to Sumas, British Columbia. He next went on the road in the interest of the Roberts Hop-sprayer, also invented by George Roberts. Since November, 1892, he has been superintendent of the shingle mill above mentioned.

Mr. Roberts is an energetic young man, and thoroughly efficient in any thing to which he devotes his attention.



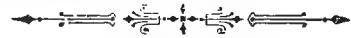
JOHN HALL SANDERSON, one of the respected pioneers of the Pacific coast, was born in Boston, Massachusetts, in June, 1831, a son of Luther and Abigail (Townsend) Sanderson, natives also of that State, and descended from Puritan stock of English ancestry. The father was a prominent grocer of Boston, and for about fifty years carried on business at the same location.

J. H. Sanderson was educated in the public schools of Boston, and received a practical business training in his father's employ. At the age of twenty-one years he began work for himself, and sought the Pacific coast as his field of labor. He embarked from Boston August 5,

1852, on the clipper ship *Wing Darrow*, paying \$250 for passage to San Francisco. There were fourteen passengers on board, and a cargo of pork, flour and general merchandise. After a favorable passage of 113 days they arrived safely at their destination. Mr. Sanderson then joined his brothers, Edward H. and George H., who were in business in Stockton, they having gone to that State in 1846. Edward is now deceased, and George is the present Mayor of San Francisco. Our subject remained with his brothers as clerk one year, and then started for the mines of Tuolumne county, but after one month of that occupation found the labor too arduous, after which he engaged in merchandising at Springfield. In 1853 he went to the Kern river mines, where he continued his mercantile pursuits. But the immigration to that point being very great, and the paying claims limited, the crowds soon dispersed, although not until the supplies became almost exhausted, and beans, flour, potatoes, etc., sold at 50 cents per pound. During the Indian troubles of 1855-'56 Mr. Sanderson became Government Interpreter, and preformed faithful and effectual service in his efforts toward securing peace. From that time until 1857 our subject was employed as clerk in his brother's store in Stockton. Next, by the Panama route, he returned to his home in Boston, engaged in business with his father, and subsequently bought the entire stock. In 1863 he sold his store in that city, returned to the more temperate clime of San Francisco, conducted a mercantile establishment until January 1, 1869, when he was employed to look after the mercantile interests of Hinds, Stone & Co., and to that end came to Seattle. Mr. Sanderson remained in their employ about two years; from that time until 1886 followed milling in this city and Port Blakeley; conducted a grocery store in Seattle until 1881, and since that time has been retired from active work, although he is frequently called upon as receiver or specialist in securing settlement of complicated matters in mercantile interests.

Mr. Sanderson was married in 1861, to Miss Caroline M. Kavnagh, a native of Vermont, where her ancestors settled prior to the Revolutionary war. They have one child, Edith, a graduate of the State university, and recently married to William N. Redfield, a native of Cambridge, Massachusetts, but now a resident and active business man of Seattle. Since coming to this city Mr. Sanderson has been a care-

ful investor in city property, and by holding his purchases has acquired a handsome competency. His first home in Seattle was built in 1870, on the corner of Third and Seneca streets, when only a narrow trail led up to his unpretentious residence. There he resided until 1891, when he completed his more imposing residence on the corner of Twelfth and Columbia streets. Mr. and Mrs. Sanderson were the organizers of First Congregational Church of Seattle, and by them named the Plymouth Congregational Church. He was one of the organizers of the Seattle National Bank, and has always taken an active part in advancing railroad or other enterprises which redound to the upbuilding and development of Seattle.



VAN OGLE, who has been a resident of Pierce county, Washington, since 1859, is one of the representative citizens of the county. He was born in Adams county, Ohio, in 1825. When he was eleven years old his parents moved to Fountain county, Indiana, where he spent his youth upon a farm.

March 7, 1853, Mr. Ogle started with an emigrant train across the plains, and after seven months and ten days landed at his destination. In the train were the families of John Longmire, D. Lane, J. and G. Biles, I. Woolery, Mat and C. H. Baker, A. H. Woolery, Ashley Sargent, E. A. Light, Joe Headly, Whitsole, three families of Wrights, and Messrs. Judson, Neison and Morrison—all settling in Washington. They constituted the first train to cross over the mountains, passing through what is now known as Natchez pass, and landing at Nesqually plains, October 12, 1853. From there Van Ogle went to Mound prairie, near Tenino, Washington, where he took claim to 160 acres of land, and where he lived one year. At the end of the year he sold out to John Longmire and went to Olympia. He next went to Tumwater and was employed at Crosby's mill. While he was there Rev. Devon, Washington's pioneer minister, made a request for lumber enough to build a church at Olympia. The request was granted, with the proviso, however, that he, the minister, was to carry all the lumber on his back, which he did, having lumber enough to build the church and some left.

After leaving the mill, Mr. Ogle took up a donation claim near Yelm, Thurston county, but abandoned it in 1856 and joined the first volunteers of Washington, as First Lieutenant of Company B, under Captain Eaton. He was in active service for nine months, fighting the Indians. Their first battle was on the farm now owned by Mr. Ogle, one mile east of Alderton, in Pierce county. Lieutenant McCallister was killed in that engagement. Chief Quimus, brother of Chief Leschi (hanged at Steilacoom), gave himself up to John Longmire and Van Ogle on condition that he be protected and taken before Governor Stevens at Olympia. He was killed while sitting in the Governor's office at that place. After the war closed Mr. Ogle was appointed Assistant Indian Agent on the Puyallup reservation, which position he held for two years. Ever since 1859 he has lived either in Puyallup valley or in Tacoma.

Mr. Ogle has been twice married. His first wife, *nee* Margaret Kelly, a native of Illinois, is deceased, as are also her two children. For his second wife he married Anna Ogle. They have no children. Mr. Ogle is a member of the Masonic order, being associated with Olympia Lodge, No. 1.

EZRA M. MEEKER was born at Huntsville, Hamilton county, Ohio, on the 30th of December, 1830. His parents were Joseph R. and Phoebe S. (Baker) Meeker. When Ezra was nine years old the family removed to Franklin county and in 1841 to Indianapolis. The only education he received was that afforded by about four months' attendance at the common schools of that city. In 1851 he went to Iowa looking for land to locate. A year later he came with his wife and family to Washington, making the trip across the continent in the way usual at that time. They outfitted at Eddyville and made the passage by way of the North Platte, Bear river to Fort Hall and down the Snake and Columbia rivers to Portland, Oregon. They left Eddyville and crossed the Missouri river six miles below Council Bluffs, Iowa, on the 28th day of May and arrived at Portland about October 26. After a week at Portland they went on to St. Helen's, where they remained about three months, when he located a claim where the town of Kalama,

Washington, now stands. He sold this and came to Puget Sound, sending his wife in a canoe up the Cowlitz river, from Cowlitz Landing to Olympia by ox-team, thence to Steilacoom, where they settled in 1853. He there engaged in merchandising until 1862, when they removed to Puyallup, where he cleared up a homestead. In 1867 he engaged in hop-raising and went in partnership with his father, who had started in the business two years before. In 1868 he went into the mercantile business, which he conducted until 1884, when he sold it to Manon J. Meeker, his son. He was interested in the organization of the Puyallup Hop Company in 1891, and has been president of of the company since.

Mr. Meeker was commissioner in charge of the Washington exhibit at New Orleans.

He was married May 13, 1851, to Miss Eliza J. Summer, of Indiana. They have five children: Marion J., Ellen A., Carrie, Fred S., and Ollie.

THOMAS J. McBRATNEY, one of the competent and successful business men of Olympia, was born in Belfast, Ireland, in 1846. At the age of twelve years he began to learn the trade of blacksmith, giving particular attention to the horse-shoeing work, in which he became very proficient.

In 1867 young McBratney struck out for name, fame and fortune, and came to the United States as the country affording the greatest inducements. After passing some time at Pittsburg and Rock Island, he located at Rankin, Illinois, in 1869, and opened a blacksmith shop for general work. He also conducted a small farm near the town and speculated in cattle, continuing his interests at that place until the spring of 1882, when he came to Olympia. Shortly after his arrival here he opened a shop, and by right of continuous business is now the owner of the oldest establishment in the city. His buildings, covering 60 x 100 feet, are located on Columbia street, between Fifth and Sixth streets. He has given particular attention to the shoeing of carriage and trotting horses and has built up a reputation for scientific work. He has also engaged in the manufacture of heavy delivery wagons and trucks. The hose wagon for the fire department, which he built in 1891, has no su-

perior for elegance, strength or durability upon the coast. He also carries a full line of carriages, farm wagons, agricultural implements and mill machinery, his warehouse being 40 x 100 feet. He has made investments in real estate and is now the owner of improved and unimproved property in and around the city.

While a resident of Rankin, Illinois, Mr. McBratney was married, in 1873, to Miss Mary Rhynearson, a native of that State. They have five children, namely: Lawrence A., George W., Rufus E., John W., and Floyd Ross.

Mr. McBratney was elected a member of the City Council in 1888 from the second ward, and by re-election has continued a member of that body. He is a Trustee of the Methodist Episcopal Church, and also of the Olympia Collegiate Institute. Fraternally, he affiliates with the blue lodge, chapter and commandery, F. & A. M., and with Robert Bruce Chapter, Rose Croix, ancient and accepted Scottish rite. He has been a member of the Board of Trade since its inception, and by his enthusiasm and sound judgment has done much toward the development of the city of his adoption.



HON. HENRY E. MORGAN, an old settler of Port Townsend, Washington, and one of the argonauts of 1849 to California, was born in Groton, Connecticut, October 30, 1825. His parents, Elisha and Caroline Morgan, were natives of the same State as himself and were descendants of Puritan ancestors. His father was connected, in early life, with the manufacture of woolen goods, but subsequently removed to Poquonock plains, Connecticut, where he purchased 500 acres of land and engaged in farming. He was a man of much ability and energy, and took an active part in the State government, representing his town for many years in the State Legislature, and being for thirty odd years Clerk of the town in which he lived.

The subject of this sketch was reared on the home farm and educated in the schools of Groton, Connecticut. In 1845, at the age of twenty, he became an apprentice in the manufactory of the Meriden Silver Plating Company, in the employ of which he remained until 1849. He then became one of a company of eighty men who purchased the bark Selma, and with a

cargo of mining tools and stores sufficient for three years, embarked for California. They went around Cape Horn and entered the Golden Gate in September of the same year. As was the history of nearly every Eastern mining company of 1849, on their arrival at San Francisco the party separated, the ship and cargo being the perquisites of those remaining with the vessel. Instead of going to the mines Mr. Morgan joined a little company under Captain John Van Pelt, and with a small schooner carried passengers to Sacramento, which proved very successful, their profits the first month amounting to \$637. The arrival of the steamship Senator crowded out the smaller sailing vessels, however, and Mr. Morgan then went to sea on an ocean steamer, with which he remained two years, filling every position from ordinary seaman to master, and making the circuit of the globe. In 1853 he returned to San Francisco, and was employed on the bay and river until 1858, when he became master and part owner of a schooner, on which he took a load of freight to Puget Sound, when, becoming favorably impressed with that country, he sold his vessel and bought a claim on Whidby island and engaged in farming and trading in farming lands. By means of a business loan he secured property in Port Townsend in 1864, and in 1866 purchased sixty acres of the Pettygrove claim, now known as Morgan Hill. He bought at the same time three-fourths of a block on the corner of Tyler and Winslow avenues, which he has greatly improved as a residence and which has since been his home. In 1885 Morgan Hill, or Mountain View addition, was platted, and from the sale of lots he has realized very handsomely on his investment and still retains a large portion of the property. He also owns valuable business property on the corner of Tyler and Water streets, extending to deep water, and by leasing from the city he has extended and improved the Tyler street wharf, which he operated alone for two years, at the end of which time he organized the Pacific Wharf Company, of which he is still a member, and which is one of the most flourishing enterprises in the State.

His commercial operations were interrupted, but not discontinued, in 1863, by his election as Republican candidate from Jefferson county to the State Legislature, which office he ably filled for two terms. In 1879 he was appointed Inspector of Hulls for the Puget Sound district,

which office he held for nearly six years. Such universal endorsement is sufficient guaranty of his merit, to which also his painstaking efforts in these capacities fully testify.

In 1848 Mr. Morgan was married in Meriden, Connecticut, to Miss Kate A. Burton, a lady of acknowledged ability and worth of character. They have one adopted daughter, Kate Harned Morgan, an intelligent and accomplished lady, now the wife of D. H. Hill, an enterprising citizen of Washington.

Mr. Morgan's activity in the development of his individual interests and his success in his own business enterprises are reflected in his efforts in aid of the community at large, with which he has unreservedly cast his lot, finding in its prosperity his greatest happiness, and in its esteem his greatest reward.



GALWARD RAWSON, a medical practitioner of Seattle, was born in Nova Scotia, July 14, 1862, a son of Rev. George Alward and Marie (Allen) Rawson, natives of England. The father removed to Canada during his boyhood days, graduated at the Toronto University, adopted the faith of the Congregational Church, and accepted his first parish in Nova Scotia. In 1865 he removed his family to the United States, locating at Brockport, New York, where he was engaged in the ministry until recent years. He now resides in southern California.

G. A. Rawson, our subject, was educated in the schools of New York, graduating at the high school of Brockport at the age of thirteen years, and two years later at the Colgate Academy, of Hamilton. He then entered the Madison College, in the latter city, but left that institution at the close of his second year to engage in the study of medicine, under the preceptorship of Dr. Griffith, of Hamilton. In the fall of 1879 Dr. Rawson entered the Chicago Homeopathic Medical College, where he graduated in 1883, and the following six months were spent in recuperation in southern California. The Doctor then went to Honolulu, Sandwich Islands, a stranger in a strange land. During his second month there he was called to prescribe for King Kalakaua, and by his successful treatment was retained by the king, and was the first homeopathic physician employed

by the Hawaii government. Dr. Rawson served as physician and surgeon under the government at Hana, on the island of Maui, and was also physician in charge of three plantations, which employed from 200 to 500 hands. After about three years on the island the Doctor returned to the United States for a short visit, and then went to Europe to continue his medical studies. He gave special attention to surgery at Paris and Vienna, was absent about eighteen months, practiced in Chicago one year, followed his profession in Helena, Montana, until July, 1890, when he came to Seattle. He was engaged in practice with Dr. F. A. Churchill until in June, 1892, but since that time has continued alone. Dr. Rawson has conducted a general practice, and is now devoting himself to office work, chiefly of a surgical character, in which he has been very successful and established a wide reputation.

The Doctor was married in Salt Lake City in November, 1888, to Miss Nancy Forest Norton, a native of Virginia, and a lineal descendant of Nathaniel Green, of Georgetown, Virginia. To this union has been born one child, George Alward. Dr. Rawson is a member of the King County Homeopathic Medical Society and of the National Institute of Homeopathy. He has erected a handsome residence on the corner of Drexel avenue and California street, overlooking Lake Washington, and he has closely identified himself with the interests of Seattle.



WILLIAM F. BOYD, resident of Seattle and one of the representative photographers of the Northwest, was born in Darke county, Ohio, September 5, 1848. His father was born, reared and educated in Pennsylvania, then located in Ohio about 1833 and engaged in farming, subsequently marrying Miss Mary J. Edinger, of that State.

William F. Boyd was reared upon the farm and attended the schools of that locality until 1865, when with his parents he removed to Madison county, Iowa, where his father continued agricultural operations. William F. went to Winterset and entered a photographic establishment, where he spent two years in learning the details of the business. In 1868 he moved to Des Moines, and one year later opened a gallery, which he conducted with such success that

he soon became the leading photographer of that State, and for ten years received the first premiums from the Iowa State fair.

In 1888 he came to Seattle and at once took a position among the foremost photographers of the city. Soon after becoming established his gallery was destroyed in the great fire of June, 1889. He then carried on business at Belltown for one year, and in the spring of 1890 organized the Boyd-Braas Company, opened handsome photographic parlors and conducted a successful business until the spring of 1893, when Mr. Boyd retired from the firm to establish a studio with fittings and appointments unsurpassed by any gallery in the Northwest. His art rooms are located on the upper floor of the Union Block, where abundant space, convenient arrangement and elegance of finish, together with a spacious operating room, equipped with modern appliances, make a most complete establishment for operative photography, which Mr. Boyd intends conducting upon highly artistic principles.

He was married at Des Moines, in 1875, to Miss Sarah M. Loudenbeck. They have four children: Lulu M., Reuben W., Ruth and Earl Ingersoll. Personally, Mr. Boyd is deservedly popular, and is much esteemed for his many admirable social qualities.



J B. KNAPP, a resident of Clarke county, Washington, is one of the notable pioneers of the Northwest, and of his life the following sketch is appropriate in this work.

J. B. Knapp was born in Geneva township, Ashtabula county, Ohio, August 2, 1821, his parents being Auren and Sarah Maria (Burrell) Knapp. His father was born in Norfolk, Connecticut. The Knapps of New England are descended from three brothers who came to this country from England in the seventeenth century, though his family is supposed to have originated in Germany. The mother of J. B. Knapp was born in Sheffield, Massachusetts, her people having long resided in that State. Both the Knapps and the Burrells were early settlers in Ohio, and the parents of our subject were married in Lorain county, and afterward removed to Ashtabula county.

J. B. Knapp was reared in his native county, and was educated at Kingsville Academy,

where he spent four years. In early life he taught school in order to support himself and to obtain his education, as his father was a man of limited means. In 1844 we find him in the South, teaching at Fayette, Jefferson county, Mississippi. From there he drifted over into Louisiana, where he secured a position as teacher of mathematics and music in the Diggs Academy. Next, he founded a seminary at Cicely island, near Harrisburg, on the Wascitta river, of which he was principal three years. At the end of that time he returned to his native place in Ohio, taking his family with him, he having been married in the South. Mr. Knapp's next move was to the Pacific coast. He made the journey by rail to Cincinnati, thence by the Ohio and Mississippi rivers to St. Louis, and from there to St. Joseph, on the Missouri river. He had brought a wagon from Ohio, and at St. Joseph he bought five yoke of cattle, and with this outfit he continued his long journey. He traveled by land through Missouri and Iowa to Council Bluffs, thence over the country and past Fort Laramie, up the Platte and on by way of South Pass, Green river and Fort Hall toward the headwaters of Snake river, on to Fort Boise, thence across the Blue mountains, and by way of the Columbia to Portland. He went by flatboat to the Cascades, and thence took the little steamer, Multnomah, to Portland, where he arrived October 25, 1852.

The first portion of this long and memorable trip was made under favorable auspices. Later Mr. Knapp was taken with the cholera and nearly succumbed. About the time he recovered his faithful wife was stricken with the same disease and died. He also lost one child on the way. Thus, with his only remaining child, a little daughter, he arrived in Portland with a heavy heart and with prospects blighted. The boat tied up at the foot of Washington street on Sunday morning, and he and his little daughter spent the following night in a lodging house. His long overland journey had well nigh exhausted his limited means, and he found it necessary to look about him at once and secure employment. On the street he soon had the good fortune to meet an old acquaintance, who took him to his home, and whose wife cared for the motherless little girl. After taking dinner with this friend on that day, Mr. Knapp strolled along the levee until he reached the Warren House, where, seeing a pile of cordwood at the back door, he went in and secured the

job of cutting it, receiving \$2 per cord and his board while he was at work. He earned \$19 at this job.

The following winter Mr. Knapp spent at Cedar camp, back of Milwaukee, where he was engaged in cutting shingles. In the spring he went down to the head of Sauvie's island. On his overland journey Mr. Knapp had left a horse and two oxen with a man at The Dalles and in the spring, this man had also come to the island and had bought a piece of land. The horse Mr. Knapp secured but never again saw the oxen. He was offered the use of all the land he could clear, for the season, and, vegetables bringing a high price, he cleared off an acre and a half, grubbed it out with a hoe, planted it to potatoes, and had it to replant as the high waters of June washed his first seed away. After he had put in his potatoe crop, he and this other man, Mr. Fales, got two scythes and began making hay on the island, taking the product by boat to Milwaukee. That season they made and sold 160 tons of hay, their labor resulting in financial success. The following winter he secured work at the carpenter's trade, and, although he was inexperienced in that line, he received \$4 per day, and had work the whole winter.

The following fall Mr. Knapp removed with the Fales family—Mr. Fales having disposed of his property on the island—to a point a little below the location of Mr. Knapp's present home. He worked a little in the neighborhood, helping to build a house, etc., and also took up a claim and worked on it. When the war with the Indians broke out he enlisted in Captain Maxon's company, but was drawn into the Quartermaster's department, and served in that capacity through the war, a part of the time in Vancouver, the rest in Portland. He was discharged in October.

After the Indian war was over Mr. Knapp was offered a position to travel through California and represent a Portland nursery, with a salary of \$100 per month and expenses. This proposition he accepted, and early in December he started for the Golden State with a lot of fruit trees and other nursery stock, spending the winter in California and meeting with good success in his business. He invested his earnings in the planting of two orchards in California. Upon his return to Portland, the man in whose employ he had been wanted to go in partnership with him, buying and selling prod-

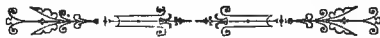
uce. Neither had any capital, but they rented the Butler & Kaiser store, corner of First and Taylor streets, and at once launched out in a successful business; indeed, so successful were their transactions that the first year they cleared over \$7,500. When the fruit crop began to show up, the farmers said if Mr. Knapp would go to San Francisco to receive fruit they would ship to him, which he did. He engaged only desk room in a San Francisco office at first, this proving sufficient for two years; but the volume of trade increased to such an extent that, in October, 1859, he opened a large double-front store, and on every steamer from 7,000 to 9,000 boxes of fruit were shipped to him, and he soon found himself handling half the fruit from Oregon. He could not, however, keep his partner within bounds, and, unknown to Mr. Knapp, the former started a gigantic speculation in fruit, engaged immense quantities at stated prices, and the result was that they soon found themselves financially ruined, notwithstanding Mr. Knapp's skill and shrewdness. At the end of the season every body was paid, but the money was all gone.

March 1, 1860, in partnership with his old bookkeeper, he started the house of Knapp, Burrell & Company. In 1867 he built cement works. In 1869 he built a mill opposite Astoria, had a township surveyed, which he named Knappton, acquired all the water frontage, and opened an extensive business, it, however, being at an inopportune time, considering the state of the market. In 1870 he withdrew from the firm of Knapp, Burrell & Company, whose business he had built up, and of which for ten years he had been the head and manager. The mill he continued to operate until the fall of 1876. At that time he came to his present location, having made a trade for the property. The following year he engaged in the dairy business, and in this line has since met with excellent success. At this writing he has about sixty-five head of fine dairy cows, makes the best grade of butter, and ships his product direct to the Portland market. The splendid improvements on his place are all due to his enterprise and good management.

Mr. Knapp was first married in February, 1849, to Miss Lucy Wells, whose sad death, as above stated, occurred while they were crossing the plains. The little girl, Lucy, who landed in Portland with her father, died in San Francisco about the time she was budding into

young womanhood. In October, 1859, Mr. Knapp was married in Sacramento, to Miss Caroline H. Benjamin, who died March 4, 1893, after an illness of nearly four years. To them was born one child, Jabez Burrell Knapp, Jr., in Sacramento, in 1870.

Politically, Mr. Knapp is a Republican. He is a life member of San Francisco Lodge, No. 3, F. & A. M., and since 1845 has been a member of the I. O. O. F., having been initiated into the latter organization at Port Gibson, Mississippi.



WILLIAM SMITH McIRVIN, deceased, was born in Pennsylvania in the year 1838, son of Edward and Mary Ellen (Smith) McIrvin. His father was born in Allegheny county, Pennsylvania, of Scotch descent; his mother, also a native of Pennsylvania, was descended from the Irish. They were reared and married in that State, and shortly after their marriage emigrated to Hardin county, Ohio, whence, in 1856, they removed to southern Missouri, and two years later to Putnam county, in the northern part of Missouri. In 1860 the McIrvin family made the long and tedious journey across the plains, in a "prairie schooner," drawn by ox teams. They had some trouble with the Indians at Stillwater, but with this exception met with no serious obstacles. Their route took them through Iowa and down the Snake river, thence over the usual route to Walla Walla, Washington, where they arrived in October of the same year. In that vicinity they remained until 1863, when they went to Linn county, Oregon. The following spring, however, they returned to Walla Walla. In 1865 they came to Clarke county, Washington, and took a homestead claim at Battle Ground. Here the mother of William S. died on March 2, 1866. His father afterward went back to Walla Walla, was married again, and lost his second wife in 1879; he died in Clarke county, September 7, 1886.

William S. McIrvin was with his parents in their various moves from Pennsylvania to Ohio and then to Missouri, and came with them across the plains to the northwest. Previous to their overland journey he had married Miss Mary Jane Fox, a native of Ohio. After his arrival in Washington he enlisted in the service of the

United States, his service during the Civil war being principally at Walla Walla and vicinity. After his discharge he took up a homestead claim at Battle Ground in Clarke county, where, with the exception of two years, he resided until about 1884. He then located in Lewis county, but subsequently came back to Clarke county, and in May, 1886, died at the place where his son Marion E. now resides. Mrs. McIrvin had died in 1872, in Cowlitz county, where they resided about two years. A record of their nine children is as follows: Marion E., further mention of whom is given below; Samuel Everett; Amanda Ellen, wife of Henry Carrington; Virginia Belle, wife of John F. Boone, is deceased; William; Florence, who died in infancy; Emmett John; Watt Ellsworth; and one that died in infancy.

Marion E. McIrvin, of Felida, Clarke county, Washington, oldest child of the above named parents, was born in Putnam county, Missouri, July 31, 1860, and when an infant was brought across the plains by his parents. He was reared and educated in Washington, chiefly in Clarke county, and resided with his parents as long as they lived. Since his father's death he has continued to reside in Clarke county. In 1882 he purchased forty-one acres of land at Felida, but has since disposed of all of it except ten acres, which he has planted to fruit, chiefly Italian prunes. Under President Harrison's administration Mr. McIrvin was appointed the first Postmaster of Felida, and in connection with the office he also opened a store, which he has since conducted and in which he is doing a successful business. He affiliates with the Republican party.

March 2, 1882, Mr. McIrvin married Miss Ella May Lewis, a native of King county, Washington, daughter of C. C. Lewis. Her parents were among the pioneers of Washington, they having located in Seattle before the Indian wars, and had their property destroyed by the savages. Mr. and Mrs. McIrvin have five children: Harley Artemus, Elsie May, Amanda Ethel, Eldon and John Earl.



JOHN D. HARRIS was born in Linn county, Iowa, on September 24, 1847. His parents, Samuel and Esther (Baker) Harris, were among the early settlers in Iowa,

and his father was a farmer and mill man of that section. When John D. was ten years old the family removed to Missouri, in Sullivan county, where he was reared and educated until the age of twenty. In 1868 he crossed the plains to Oregon in an emigrant train of twenty wagons, the journey being made by way of Forts Kearney and Laramie, the north side of the Platte, following the Union Pacific Railway's entrance into Oregon, over the Cascades. He first began farming on the Tualatin plains, near Hillsboro, and later on followed wood-cutting, which he continued for eight years. He then engaged in dairy farming business on a place near the mouth of the Willamette river. In 1885 he located in Fourth plain, Clarke county, and remained until 1889, when he bought the place which he now owns. He is devoting the farm to fruit-raising, and has already planted about 1,600 Italian prune trees and two and one-half acres of strawberries.

Mr. Harris was married in Clarke county, on October 10, 1875, to Miss Laura D. Sturgis, daughter of Andrew and Susan (Pathson) Sturgis, who were among the pioneer settlers of Washington Territory. They have three children, viz.: Clyde, Ray and Beryl.

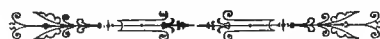
Mr. Harris is a Republican politically, and has always taken an active part in politics since becoming a resident of Clarke county. He has held the office of County Commissioner for two years. In 1892 he was a delegate to the State Republican convention. He is a member of the Fruit Valley Grange, No. 80, Patrons of Husbandry.



THOMAS L. MANWELL, whose home has been in Clarke county, Washington, since 1870, was born in Buchanan county, Iowa, June 18, 1864, a son of William and Elizabeth Jane (Shoemaker) Manwell. The father and mother were both natives of Ohio, but were united in marriage in Kosciusco county, Indiana. They emigrated to Buchanan county, Iowa, where they were among the pioneer settlers, and afterward removed to Kansas; they returned to Iowa, however, and thence came to the Pacific coast in the spring of 1870. Mr. Manwell took up a ranch in Tum Tum valley, Clarke county, Washington; his life was not long spared to enjoy the new

home, his death occurring in the autumn of 1871. Thomas L. Manwell is one of a family of eleven children: Benjamin, deceased; Rachel, wife of Horatio Boardman, who resides in Iowa; George, John, Edward, William, Henry, Thomas L., the subject of this sketch, F. M., and two children who died in infancy. He was a child of six years when his parents came to Clarke county, and here he has grown to manhood and received his education. Reared to the occupation of a farmer, he is now following this vocation. He owns a tract of eighty acres which was heavily timbered when he made the purchase; from twenty acres he has cleared the forest, and is gradually developing a fertile farm. He is a man of thrifty, industrious habits, and is certain to take a prominent place among the agriculturists of his community.

Mrs. Elizabeth Jane Manwell was born March 20, 1820, and has passed the "three score years and ten" averaged in tradition as the span of human life. She is active and sprightly in spite of her many years of hardship and privation as a pioneer. She resides with her son, Thomas L., and is greatly comforted in her old age by the loving loyalty of her sons and daughters, who have, indeed, risen up to "call her blessed."



PROF. HARVEY REESE COX, Superintendent of Schools in Pierce county, Washington, a scholarly and energetic gentleman and progressive, enterprising citizen, well and favorably known in the Northwest, was born in Keosauqua, Iowa, May 27, 1854. His parents, Randolph and Sarah (McIntosh) Cox, were persons of more than ordinary intelligence and enterprise, and assisted in paving the way in Iowa for its present greatness and civilization, they having gone before, in early frontier times, and scattered the seeds of enlightenment and culture which have ripened into the golden fruit of present prosperity and education.

The subject of this sketch was reared in his native town, attending the home schools and enjoying the refining influences of parental care, until he was nineteen years of age. He then entered the normal school at Troy, Iowa, where he finished a course of instruction and received a Professor's certificate. He then began teaching in Pleasant View, Iowa, but, later, induced

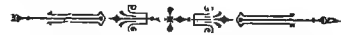
by the opportunities afforded in the Northwest to men of education, he decided to cast his fortunes with that country. Accordingly, he came to Washington, arriving in Goldendale, April 26, 1877. Shortly after reaching that place, he joined a company of forty volunteers to fight the Indians, but experienced no service other than building stockades. His first school in Washington was at Spring Creek, where he was engaged in teaching for two years. He then, in the fall of 1879, accepted the position of vice-principal of a school in Goldendale, which preferment he resigned to become Deputy Auditor of Klickitat county. In 1880, he was appointed Superintendent of the Yakima Indian Industrial Boarding School, at Fort Simcoe, where he remained three years, and then resigned to come to Orting, Pierce county. He was shortly afterward elected principal of Puyallup school, in that place, and later resigned on account of ill health. He then opened in Orting a store, which he conducted for a year, and then discontinued to accept the position of Superintendent of Schools of Pierce county, to which he was elected in the fall of 1884. He served in that capacity for one term of two years, and was then elected principal of Fern Hill school in the fall of 1885, teaching in connection with this office, which he held four years. On July 15, 1885, while serving his first term as County Superintendent, he received a Territorial life diploma, a consistent recognition of his ability. He next came to Tacoma, and, with a partner, engaged in the furniture business under the firm name of Sly & Cox, at No. 938 C street, where he continued one year. In the fall of 1890, he was elected principal of Orting school which, with three assistants, he conducted for one year, at the end of which time he was elected principal of Roy school for fifteen months. In November, 1892, he was elected Superintendent of Schools for Pierce county for two years, and is now devoting his entire time and energies to looking after the schools under his charge. Few have been as successful in his chosen line of work, and the cause is not far to seek, finding its basis primarily in a natural aptitude and love for the work with a high sense of the duties involved, a combination of spiritual forces against which no material obstacles can prevail.

September 22, 1881, Prof. Cox was married to Anna Weller, of Portland, Oregon, at that time a successful teacher in Goldendale. She

comes of one of the oldest families on the Pacific coast, her grandfather, William Porter, being a well known pioneer of Oregon. She has been a faithful assistant to the Professor in teaching and is now principal of Steilacoom school with one co-worker. They have three children: Mary Clarinda, aged nine years; Andora, six; and Allen Porter, four years old.

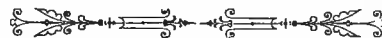
Politically, Prof. Cox is a Republican and takes a deep interest in public affairs. He is, fraternally, a member of the I. O. O. F. and A. O. U. W., in both of which lodges he is an officer.*

Thus, all too briefly, is given an epitome of an eminently busy and useful life, whose actions have sprung from the highest motives and the deepest love for mankind.



JOHN CRISTMAN, has long been engaged in agricultural pursuits, and his farming operations have been characterized by the thrift so common among the German people.

Mr. Cristman was born in Germany in 1820. When he was twenty-seven years of age he emigrated to America, landing at Baltimore, whence he soon afterward went to New Orleans, and from there to Monroe county, Illinois. He spent five years in Monroe county, and in 1852 went to California, where he was variously employed until 1859. That year he went to the Fraser river mines, and finally settled in Lewis county, Washington. Some time later he moved to Thurston county, and after being there ten or eleven years came back to Lewis county. Here he has since remained, engaged in farming.



ELMER JAMES ROSS, one of the prosperous and successful young men of King county, Washington, is a native of this county, born in Seattle, May 30, 1861. He is a son of John and Mary J. (McMillan) Ross. His father, a millwright by trade, crossed the plains to this coast about 1852 or 1853. Elmer J. learned the trade of carpenter. In 1881 he left home, and continued to work at his trade for three years. In 1883 he located a claim of 160 acres, two miles north of Woodinville Junction, securing title to the same under the

pre-emption laws. After that he spent about two years in Seattle. In the summer of 1888 he returned to the slough and purchased a ranch of George Wilson, where he has since resided.

Mr. Ross was married October 26, 1883, to Mary Weeden, a native of Missouri. Their happy married life was of short duration, her death occurring before they had been married quite two years. November 22, 1889, he wedded Della McCoy, a native of Ohio, and they have two children.

Fraternally, Mr. Ross is identified with the I. O. O. F.



THOMAS PALMER, a farmer and blacksmith of Lewis county, Washington, is a man who has won his way in life by his own honest toil. As a representative citizen of his county he is entitled to some personal consideration on the pages of this work, and of him we present the following sketch:

Thomas Palmer was born in Richland county, Ohio, in 1830, and when three years old was taken by his parents to McDonough county, Illinois, where his youth and early manhood were spent. In 1852 he emigrated to the Willamette valley in Oregon, remaining there until 1865. He then located at White River, King county, Washington, two years later moved to Thurston county, and after living there a year came to Lewis county. Here he has since remained.

Mr. Palmer married Arrilla J. Musgrave, a native of Clay county, Illinois, born in 1856. When she was seventeen she came to Chehalis county, Washington, and two years later to Lewis county, where she has since resided. Mr. and Mrs. Palmer have two children, Elizabeth and Francis.



ISAAC PARKER, of Seattle, Washington, was born in Waltham, Massachusetts, March 4, 1829, a son of Isaac and Lucy (Dinsmore) Parker, natives also of that State, and descended from Puritan ancestry. Isaac was inured to farm labor, and received his education in the schools of his native town. In 1847 he entered the locomotive works of Hinckley & Drury, of Boston, to learn the machinist's trade. Two years later he entered the Globe Works of

Lyman & Souther, where he worked on the first locomotive shipped to the Pacific coast, ordered by Charles Minton, of San Francisco. The engine was shipped by sailing vessel around Cape Horn, and young Parker came to California to help put it together, arriving in San Francisco January 2, 1851. He was then employed by the Union Iron Works until January, 1853, and then came to Puget Sound, under engagement with Martin & Felt to erect a sawmill at Apple Tree Cave, now known as Kingston. The mill was completed and operated until the following July, when it was moved to Port Madison, but Mr. Parker continued as Master Mechanic for the company about four years, and in a similar capacity at Utsaladdy until in November, 1860. He then accepted as remuneration a cargo of lumber, chartered the ship *Leandras*, and with his lumber proceeded to China, where he found ready sale. After visiting Yokohama and Japan he returned to San Francisco, thence to Puget Sound, and shortly afterward became interested with a small syndicate to take lumber and machinery to Shanghai, China, and there construct a steamer for one of the large rivers of that country. The party embarked, duly equipped, by the United States revenue cutter, *Jeff Davis*, but while at San Francisco Mr. Parker sold his interest. In 1864 he went to Lower California and superintended the erection of a quartz mill, where he remained as master mechanic three years. Since that time he has been engaged in mechanical work in and about Puget Sound. At the establishing of the local board of inspectors of steam vessels of Washington Territory, in 1871, Mr. Parker was appointed inspector of steam boilers, the first to fill that position on the Sound. In 1888 he was elected Treasurer of Seattle, and in his political views has always been an ardent Republican, although, having passed his life in the Territories, his first presidential vote was cast for Benjamin Harrison, in the fall of 1892. Mr. Parker began investing in real estate in Seattle in an early day, and by the development of the city and natural increase in values he now enjoys a handsome competency. His Commercial street property was destroyed by fire in 1889, but he has since erected two brick blocks, in keeping with the magnificent enterprises of the city developers, and has also built a handsome residence on the corner of Eighth and Seneca streets, where he now resides.

September 9, 1867, in Seattle, our subject was united in marriage to Miss Lydia G. Rowell, a native of Maine. They have three children, —George F., Benjamin S. and Isaac C. Socially, Mr. Parker affiliates with the F. & A. M., being a member of blue lodge, chapter and commandery and Lawson Consistory of Scottish Rite, Southern Jurisdiction. He is also a member of the Seattle Encampment, I. O. O. F.



EZRA M. STRATTON, one of the representative citizens of Cowlitz county, was born in Allegheny county Pennsylvania, April 1, 1833, a son of Silas and Betsey (Harris) Stratton, natives of New York. The paternal grandfather, a member of an old American family, fell at the battle of Bunker Hill. In 1833 the family moved from Pennsylvania to Allen county, Ohio, where Ezra M. was reared to manhood, and at the age of fourteen years began work at the carpenter's trade. In 1854 he located at Guthrie county, Iowa, where he was among the pioneer settlers. In January, 1864, Mr. Stratton enlisted in the First Iowa Battery, served throughout the Rebellion as a soldier of the Union, with a creditable and honorable record, took part in the Georgia campaign from Dalton to Atlanta, an almost constant engagement, and among others participated in the last battle of Nashville. He was honorably discharged July 3, 1865. In May, 1866, Mr. Stratton started across the plains for the Pacific coast, and arrived in Cowlitz county, Washington, October 8, following. At his former home he owned 160 acres of land, and of his remaining forty acres he has thirty acres under cultivation, five acres of which is devoted to an orchard of a general variety of fruit. At his present home Mr. Stratton has eighty-eight acres, twenty-five acres of which is cleared, and where he has a fine residence. The place is located about five miles northeast of Woodland, on Lewis river. Mr. Stratton markets his fruit principally at Portland, and in 1891 he harvested over 600 bushels of apples. Among his small fruits are blackberries, gooseberries, currants, etc. He also has large black walnut and shell-bark hickory trees. Besides giving his attention to his ranching interests, he also works at the carpenter's trade.

Mr. Stratton was married in Ohio, June 16, 1853, to Miss Lucy A. Robinson, a native of that State. They have eight children, viz: Margaret, wife of John T. McFarland, of Columbia county, Oregon; John W.; James A.; Ezza A., wife of Amos Burt, of Cowlitz county; Thomas M.; Charles W.; Mary E., and Rosa M. One child, William, died in June, 1891. In politics Mr. Stratton affiliates with the Democratic party, and takes an active interest in public affairs. He is also interested in the cause of common school education, and for several years has served as a member of the Board of School Directors of his district.



THE PACIFIC NAVIGATION COMPANY, which is the leading factor in Puget Sound commerce, with headquarters in Tacoma, was organized March 7, 1887, with a capital stock of \$50,000, which was afterward increased to \$100,000, divided into \$1,000 shares. The company at once took front rank in its field of operations, and has maintained its position. Among the company's vessels are the well-known steamers State of Washington, Fairhaven and Henry Bailey.

The State of Washington is a fine vessel, built in 1889, at Ballard, by John Holland. She has a large passenger traffic between Tacoma Seattle and Everett. The Fairhaven was constructed at the city in whose honor she was named, by the Fairhaven Land Company, and from that company she was purchased by her present owners. The Henry Bailey was built by Thomas R. Brown and was afterward purchased by the Pacific Navigation Company. The various vessels of this corporation ply between all important ports of the Puget Sound.

The management of the company's affairs is in the hands of the following officers: James M. Ashton, president; S. Sedgwick, vice-president; and Frank Waterhouse, secretary and Treasurer.

Frank Waterhouse, secretary, treasurer and general manager of the Pacific Navigation Company, is a native of Cheshire, England, born in 1866. The education he received in his native town was supplemented by a finishing course at Bowdon College in the north of England. In 1886 he came to the United States and located at Crookston, Minnesota, where he

engaged in the collecting business. Coming to Tacoma, Washington, in 1889, he became connected with the business departments of the Northern Pacific Railroad, with which he was identified until November 1, 1892. In the meantime his abilities had gained for him recognition, and on the date mentioned he was elected to the important and responsible position which he now occupies.

In his present capacity Mr. Waterhouse has done most efficient service for the company whose interests he handles, and his whole policy has been in the direction, and met with the result, of making it popular with the various interests that support the Sound shipping.

RC. COREY, M. D., a prominent physician of Olympia, Washington, was born in Bureau, county, Illinois in 1862.

His father, Rufus Corey, a native of Massachusetts, went West when a young man and settled in Illinois. He married Miss Julia A Campbell, a native of Kentucky. For some time, Mr. Corey followed his trade of masonry, in Bureau county. In 1872, he was elected Sheriff of that county by the Republican party, and by continuous re-election served in that position for eight years. In 1880, he removed to Hastings, Nebraska, where he engaged in the real-estate business and continued to reside until 1891. In that year he removed to Olympia, Washington, and retired from active life.

Dr. Corey, the subject of this sketch, was primarily educated in the schools of Illinois. In 1879, he entered Princeton College at which he graduated in 1883. Returning to Hastings, he began his medical studies under the preceptorship of H. P. Fitch, M. D., and in 1884 entered the Rush Medical College, Chicago, graduating at that institution in 1887, with the degree of M. D. He then became a student in the Homeopathic Medical College, St. Louis, at which he graduated in the spring of 1888. Again returning to Hastings, he there entered upon a professional career, conducting a successful practice until December, 1890, when he came West and established himself at Olympia. He is the only homeopathic physician south of Tacoma. By personal effort and the successful handling of his cases he has built up an extensive practice.

Dr. Corey was married in Hastings, Nebraska, in 1889, to Miss Kate E. Pearl, a native of Oswego, New York. They have one child, Margaret J.

The Doctor is a member of the State medical societies of Nebraska and Washington. He is a careful student and is devoted to his profession, and, without doubt, a bright future awaits him.

WARREN J. BOWMAN, an early settler of Washington, and prominent citizen of Pierce county,, was born near the town of Washington, Peoria county, Illinois, November 25, 1837, son of John C. and Mary (Mounts) Bowman.

John C. Bowman, born in Richmond, Virginia, April 26, 1809, was a descendant of one of the early families of the Old Dominion. He, was married June 22, 1835, and died June 14, 1839. His wife, the mother of our subject was born near Peoria, Illinois, the daughter of pioneer settlers of that place. After Mr. Bowman's death, she married for her second husband Taylor A. Rue. Mr. Rue was born in Ohio, went from there to Indiana, and later removed to Illinois, where he met and married Mrs. Bowman, their marriage occurring May 9, 1841. In 1842 the family removed into the city of Peoria, where they resided until March, 1850, and at that date they started with horse teams for Astoria, Oregon. They crossed the Mississippi river at Burlington, the Missouri at St. Joseph, thence proceeded via Forts Kearney, Laramie and Hall, crossed the Rocky mountains at South Pass, the Bear river at Soda Springs, on to Fort Dalles, where they stopped a short time, thence on to Portland, and about October 24, reached the mouth of the Cowlitz river, where they settled. December 25, 1852, the mother died. Mr. Rue survived her many years, and became quite prominent in the local affairs of the new country in which he had settled. He held several offices in Cowlitz county, and was one of the Commissioners of Washington Territory, appointed by the Governor. He died on the old donation claim, near Freeport, September 10, 1880.

Warren J. Bowman, whose name heads this article, was reared to manhood at the old homestead on the Cowlitz, and besides the education

he received in the schools of the neighborhood, he also had the advantage of training under Prof. Kingley at the Portland Academy. The original donation claim above referred to was increased by subsequent purchase until the ranch comprised 800 acres, it being utilized as both a grain and stock ranch. Here Mr. Bowman continued until 1869, when he went to Olympia and turned his attention to mercantile pursuits, where he remained two years. When the Northern Pacific Railroad was about to establish its terminus at Tacoma, he came into Pierce county and located on the Puyallup reservation. He was offered the agency by General Milroy, superintendent of Indian affairs, but declined, preferring to engage in the mercantile business, which he did on the Puyallup river, near Puyallup. From that he turned his attention to the raising of hops, and in 1885 located on his present ranch, which was then covered with timber, and which he owned for two years before moving to it. Of the 145 acres in his ranch, 100 acres are now cleared and twenty acres are in hops. Ten acres are devoted to orchard purposes, the fruits comprising apples, pears, plums, prunes, cherries, etc.

Mr. Bowman was married in Freeport, Cowlitz county, January 24, 1874, to Miss Olive E. Stone, a native of Freeport, Indiana, and daughter of Nathaniel and Emeline (Klink) Stone. Her father was born in the Green mountains of Vermont, June 12, 1815, and came of an old Vermont family, of Welsh origin. Her mother was from New York, and was of German extraction on the paternal side. Her parents lived in Indiana for several years, and in 1848 crossed the plains with their family to this coast, making the journey by ox-teams. They remained in Portland during the winter of 1848-'49, went to Oregon City in the spring, and later in the same year located at the mouth of the Cowlitz river, where they took up a donation claim. Mr. Stone founded the town of Freeport, and named it after Freeport, Indiana, where Mrs. Bowman was born. He was a prominent man, served as County Treasurer, and in 1860-'61 was a member of the Territorial Legislature. In politics he was first a Whig and afterward a Republican, and took an active part in public affairs. He built the steamer Rescue, which he ran between Portland and Freeport for some time, in this way doing an extensive transportation business and also carrying the mails. After an illness of six months,

he died in November, 1876, aged sixty-one years. His widow, now residing near Yakima, Yakima county, was seventy-four years old on February 14, 1893.

Mrs. Bowman was educated at Freeport and at Salem University, having attended college two years. She taught school at Freeport several terms, at Oak Point, at Knappton, opposite Astoria, and at St. Helen, Oregon. The children born to Mr. and Mrs. Bowman were five in number, one of whom—Clyde—is deceased. Those living are: Mary Emeline, Edna Olive, Ina Eliza, and Warren.

Mr. Bowman was one of the organizers of the Farmers' Insurance Company, of Seattle, was its first vice-president, and still continues in that capacity. He was also one of the organizers of the Farmers' Bank, of Puyallup, of which he was offered the presidency, but declined; was then elected vice-president. When the bank was consolidated with that of Stewart & Masterson into the Bank of Puyallup, he became vice-president of the new organization. He was also elected president of the Cannery Company that was organized for handling the fruit of this region. He was president of the organization of fruit growers, from which sprang the Western Washington Exposition at Tacoma, Henry Bucey succeeded him in that office.

A resident of the Northwest from his early youth, Mr. Bowman is familiar with every phase of life on this coast, from the pioneer days up to the present time, and during all these years he has acted well his part in advancing the best interests of the community in which he lives. He is a veteran of the Indian war of 1855-'56, having enlisted when he was sixteen. He was mustered into service at Vancouver, furnishing his own horse and rifle. He was in Company A, Washington Mounted Volunteers, under Captain William R. Strong, and his service covered a period of six months, a portion of which time he was engaged in scouting between The Dalles and the Walla Walla country. Being at The Dalles when the river began to freeze, they were ordered back to Vancouver, and went home on the ice. The next spring he volunteered to go back, but the steamer failed twice to call for them when they were mustered ready to go, and after that his father would not let him leave, fearing ill luck.

He has never held political office but once, and then served as Auditor and Assessor of Cowlitz county.

Many and great are the changes that have come under his observation. Arriving in Portland early in October, 1850, when it was a mere hamlet of scattered huts, he has seen it grow into a populous city. Settling north of the Columbia river in the same year, in what was then Oregon, he has seen the vast territory segregated and two great States formed therefrom and admitted into the Union; the counties, embracing areas of the extent of some nations have been divided and subdivided; the lonely cabin and little clearing of the hardy pioneer, when everyone in the county was known to everyone else, have given place to populous communities thronged with strangers. The cedar canoe with its crew of painted Indians and the winding trail laboriously threaded by the train of patient ponies have been superseded by the magnificent steamer and the modern iron horse, drawing long trains of palatial passenger coaches and wealth laden freight cars, and now the teeming multitude has met the tide of the mighty Pacific and there is no more "Westward ho!" Mr. Bowman is now a member of the Historical Society of Washington, and of the Western Washington Pioneer Association, and will assist in perpetuating their early history.



JOSEPH CHILBERG, proprietor of the Chilberg block, Olympia, Washington, was born in Wapello county, Iowa, in 1850.

His parents, John C. and Hannah (Pierson) Chilberg, were born and reared in Sweden, and after their marriage emigrated to the United States, locating in Iowa about 1825. They were among the pioneer farmers of that State, and at the time they located there had to go fifty miles to the nearest flour mill. In 1871 Mr. Chilberg sold his farm and removed to the Territory of Washington. Upon his arrival here he homesteaded 160 acres of tide lands upon the Swinnimish flats, in Skagit county, built dykes on his farm, and engaged in raising grain, particularly oats, the land producing an average yield of 100 bushels to the acre. In 1877 he rented his farm and removed to Seattle, where he improved residence property for renting purposes. He remained there several years, but, preferring country life, returned to his farm, where he is spending his

declining years. His good wife is still living, each being now about eighty years of age. Seven of their ten children are living, and all in Washington.

Joseph was the ninth born in this family. His early education was received in Iowa, and after they came West he attended the Olympia Collegiate Institute. He then clerked two years in the grocery store of Samuel Stork, at Olympia, after which he engaged in the grocery business for himself, continuing the same until he was burned out in 1882. In 1891, upon the site of his old business house, he erected his new brick block, 34 x 100 feet, three stories. After the fire of 1882 he again clerked for one year. Then he conducted the grocery business of L. G. Abbott until 1890, when the stock was closed out. That year he turned his attention to the real-estate business. He was one of the incorporators of the Olympia Land Company, which company laid off and platted the Park addition of 105 acres. He is also interested in the College Heights addition.

In October, 1890, Mr. Chilberg was elected Treasurer of the city of Olympia, was re-elected to the same position in the fall of 1891, and is the present incumbent of that office. In May, 1892, he was appointed assistant superintendent of horticulture of Thurston county to the World's Fair in Chicago, and was actively interested in his display of wild and cultivated fruits for that exposition.

Mr. Chilberg was married in Olympia, in 1878, to Miss Theresa Amelia, daughter of L. G. Abbott, who came to Washington in 1860. They have two children, Verne and Neva.

Socially, Mr. Chilberg affiliates with the A. O. U. W. and the I. O. G. T. Since 1889 he has served as Clerk of school district No. 1, taking a deep interest in educational matters as well as the progress and development of the city of his adoption.



JOHN MILLER MURPHY, proprietor of the Washington Standard, Olympia, Washington, was born near Fort Wayne, Indiana, in 1839. John Murphy, his father, was a native of Ireland. When a boy he emigrated to the United States, and here learned the trade of millwright. He married Miss Susan Miller, a native of Pennsylvania, settled in Indiana, and

in that State lived for a number of years. After the death of his wife, in 1846, John M., the subject of this sketch, was taken by his sister, Mr. George A. Barnes, of Cincinnati, Ohio, with whom, in 1850, he came across the plains to Oregon. The Barnes family passed the winter in Portland, and the following spring came to Olympia, where they still reside.

John M. Murphy attended school at the various places in which his early life was spent. During the winter of 1850-'51 he was a pupil of the first school organized in Portland. In 1856 he entered the office of the Oregon Weekly Times, in Portland, to learn the trade of printer, and made such rapid advancement in his work that at the end of two years he was foreman of the Democratic Standard, remaining with it until the close of its career. He then removed to Oregon City and worked on the Argus until June, 1860, when he came to Vancouver, Washington Territory, and, in partnership with L. E. V. Coon, founded the Vancouver Chronicle. A few months later he severed his connection with this paper and came to Olympia and established the Washington Standard, which made its first appearance November 17, 1860, and which has continued to appear with weekly regularity for upwards of thirty-two years, never having missed an issue.

In 1865 Mr. Murphy built his printing office on the corner of Second and Washington streets, where his paper has since been located. In 1863 he was appointed Public Printer, and served during one session of the Territorial Legislature. As Territorial Auditor he served from 1867 to 1870, during 1873 and 1874 and from 1888 to Statehood, and during the two later terms he served as ex-officio Quartermaster, an office of much labor and annoyance, but no compensation. For eight years he was a member of the City Council, and during one term served as County Superintendent of Schools.

Mr. Murphy was married in Portland, in 1861, to Miss Eliza A., daughter of Francis McGuire, a pioneer of the early '50s. Following are the names of their eight children: Henry M., foreman of the printing office; Winifred, wife of William Harris; Annie; Frank; Estella, wife of Charles R. Carroll; Bertha; Charles, and Rosa Pearl.

In 1890 Mr. Murphy built the Olympia Theater, 55 x 140 feet, which is scientifically equipped with exits opened by electricity, water reels through the building, and a seating capac-

ity of 1,000 people. He is a member of Olympia lodge, I. O. O. F., and is Past Chief Patriarch of Alpha Encampment. He was one of the organizers of the Olympia Fire Department, has served several terms as secretary and president, and has always actively supported the institution, as he does all enterprises which tend toward the development of the city of Olympia.



DR. J. C. ORCHARD, one of the early dentists of Tacoma, Washington, was born in Polk county, Oregon, near Dallas, September 2, 1852, son of John G. and Amelia Mandeeville (Whitley) Orchard.

John G. Orchard was born in Kentucky, and when thirteen years of age he went to Texas, whence he subsequently removed to Illinois, and from there, in 1846, crossed the plains to Oregon, probably in Lane's party. Upon his arrival here, he took up a donation claim five miles from the site of Dallas (now the Kennedy property), but later bought the Downer place, five miles further from that town. Still later he removed to Marion county, where he resided until the time of his death, April 29, 1888, at the age of seventy-three years. His wife, the mother of J. C., died in 1868. She was born in Pittsfield, Pike county, Illinois, and also came to Oregon in 1846, not, however, in the same train in which Mr. Orchard traveled.

J. C. Orchard, whose name heads this sketch, was reared in Polk and Marion counties, Oregon, and received his literary education in the common schools and at Albany Collegiate Institute. He taught school for a time, but entered the dental profession as a student under Dr. E. O. Smith, now of Portland but at that time a resident of Albany. His professional training, completed he entered upon practice at Astoria, and in 1882 removed to Tacoma, which, though a small place, he regarded as a coming large city. He located in the new town below, Thirteenth street, on Pacific avenue, in the Ouimette and Littlejohn building, one of the first on the avenue, and the only other representative of his profession in the place was Dr. Williamson, now of Sunner, who removed from Tacoma six months later. Since that time Dr. Orchard has been identified with Tacoma, and has contributed his share toward its upbuilding.

He was married in Minneapolis, Minnesota, on the 12th of November, 1891, to Miss Fannie Carden, a native of London, England, but reared in this country.

Dr. Orchard is a member of Crescent Lodge, I. O. O. F., and of the Rebekah degree. While ranking as the pioneer dentist of Tacoma, he also stands as one of its foremost practitioners in the line of his profession.



JOHN T. LARAWAY, who is well and favorably known in commercial circles throughout Lewis county, has been a resident of Centralia since 1889. Possessed of excellent judgment he has always the courage to carry out all undertakings, and to push to successful consummation every enterprise he assists in inaugurating. Upon his arrival in Centralia he secured a position as clerk in the mercantile establishment of Laraway & Stocking, one of the largest dry-goods firms in the country. At the end of one year he resigned his position for the purpose of forming a partnership with Arthur James. Stocking their house with a choice selection of goods they opened to the public, and success attended their every effort. At the end of one year Mr. Laraway sold his interest in this business in order to assume the management of the Centralia Steam Laundry, which at that time was in need of an experienced business man to steer its fortunes. After one year in this position, during which time he had put the affairs in shape to insure prosperity, he severed his connection, at the same time entering into negotiations with the Centralia Grocery Company, a corporation representing a capital of \$25,000: J. A. Thomson, president; J. T. Laraway, vice-president, and E. Laraway, treasurer. They transact a wholesale and retail business, second to none in this line in the county.

John T. Laraway was born in Aurora, Illinois, September 25, 1866, the youngest of three children of Erskine and Emily (Twichell) Laraway, natives of the Empire State. The father and mother returned to New York when John T. was a child, and there he grew to manhood and received his education in the common schools; he entered the business college of Poughkeepsie, New York, and was graduated in the class of 1882.

Mr. Laraway has unbounded faith in the future of Lewis county, both as an agricultural and manufacturing field. He owns 280 acres of fine timber land lying on the Chehalis river. In politics he supports the Democratic party with an unwavering zeal; he is actively interested in educational matters, realizing that upon the youth of the land the Nation's future depends. The efficiency of the fire department of Centralia is in a large measure due to the efforts of Mr. Laraway; he is foreman of Hose Company No. 1, and is the present treasurer. In 1891 he was elected a member of the Council, a position he is well qualified to fill. He is a member of the Royal Order of Good Fellows.

Mr. Laraway was married April 30, 1889, to Miss Kate M. Anderson, a native of New York State, and to them has been born a son, named John E.



JACOB DUBACK, of Clarke county, Washington, was born in Baden, Germany, January 22, 1822, a son of Fritz and Catherina (Burnside) Duback. Jacob, the youngest of five children, and now the only surviving member of the family, was reared and educated in the land of his birth. In 1846 he emigrated to America, locating at Buffalo, New York.

At the breaking out of the Mexican war he enlisted in the Tenth Infantry, accompanied the command of General Taylor to the scene of hostilities, and saw much active service during the campaign. After the close of the struggle he returned to the States, re-enlisted in the Third United States Artillery, and was ordered to California. His command embarked from New York on the steamer San Francisco, but just out from Sandy Hook their vessel was wrecked, cholera became an epidemic, and after fourteen days only 300 of the 1,100 souls that started full of life and vigor were left to tell the tale of disaster and hardships. Happily for the future life of Mr. Duback his beloved wife was among those who survived.

Our subject and comrades were then sent overland with Colonel Steptoe in command, passed the winter of 1855 at Salt Lake, continued the trip the following spring, and in due time arrived at Sacramento, California. Mr. Duback has served ten years in the regular army, took part in the Rogue river war, and

was finally discharged at Fort Vancouver in 1858. He soon afterward took up his residence at Mill plain, where he now owns 517 acres of land, 300 acres cultivated, including an orchard of three acres of a general variety of fruit.

Mr. Duback was married at Newport, Rhode Island, October 9, 1853, to Miss Dorothy Soner, a native of Germany. They have had twelve children: Frank J.; Frederick V.; Charles P.; Mary L., now the wife of Captain L. A. Boley; May, widow of Joseph Bybee; Ida J., wife of Matthew Steel, of Portland, Oregon; Necklas J.; Henry J.; Julia; Jacob; Robert R. and Ray. Mr. Duback has always taken an active interest in educational matters, and has served as a School Director for over nine years. He is one of those spirited men who has made good use of the opportunities offered him, has succeeded in saving a competency in the years past, and he and his estimable wife are now spending their evening of life together, surrounded by their children and grandchildren.



HENRY BUCEY, a prominent lawyer, ex-president of the Washington State Horticultural Society, and one of the foremost citizens of Tacoma, was born in Noble county, Ohio, April 1, 1847, son of Walter and Mary (Groves) Bucey, both natives of Virginia.

When Mr. Bucey was about three years old, his parents removed with their family to Beverly, Washington county, Ohio, where he was reared to manhood. In the spring of 1868 we find him at Bloomingdale, Wisconsin, at which place he remained until fall, when he went to Kansas, intending to remain there during the winter and in the spring go on to California. However, he became engaged in teaming, driving a four-mule team from Kansas City to Iola, Kansas, and in the vicinity of the latter place he continued for about a year and a half. He next went to Ottumwa, Iowa, where, in connection with his brother, William T., he engaged in the restaurant business on Second street. In a little less than a year he turned his interest over to his brother and accepted employment in the Ottumwa nursery, the latter work being especially suited to his taste. Having learned the business, he went, two years later, back to southern Kansas and started the

Prolific nursery, near Osage Mission. For nearly seven years he maintained one of the leading nurseries of that region, but in 1874-'75 the grasshopper plague destroyed the fruits of his labor. In the spring of 1876 he left there, with both health and purse impoverished, and arrived at Portland, Oregon, on April 15. He secured employment in a sawmill, where he worked until his health gave out, and after that he went east of the mountains to Umatilla county, and three miles from Athena he took up a homestead claim. Brim full of energy and with the determination to improve his place, he went into the mountains and cut several thousand rails to use for fencing, and about the time he got them hauled out he was taken with severe sickness. He then went to the Warm Springs, on the Umatilla river, but instead of getting better he grew worse, and on physician's order went to hospital at Portland, where he remained several months. His condition at the end of that time being somewhat improved, his friends insisted upon taking him to his home, and after his removal he gradually got better. He got possession in full of his homestead, but in the meantime the Nez Perces war had broken out, all his fencing had been burned, and the only improvement left on his land was a shanty. He had about \$90 in his pocket, and, although unable to do hard labor, managed to get along that year, broke some ground and put in some wheat. He sold fruit trees for Cook & Son, on a commission, and with the money realized in this way, together with what he got for his wheat crop, he found himself that fall the possessor of \$500.

Mr. Bucey had resolved to acquire an education, however, and fit himself for a profession, so he went back to Portland and presented himself for admission to the Bishop Scott Grammar School; and, although a man grown, was accepted and at once entered upon the study of English grammar and Latin. He next sought a first-class law office, where he could make a start in the profession he had mapped out for himself. He applied at the office of Dolph, Pennoyer & Simon, and his earnestness and firm determination secured for him the place. He accordingly entered upon his duties there as office boy. - He soon became thoroughly familiar with every thing in the office, and for nearly two years applied himself constantly to study. About that time Judge Walker, while in the United States Court at Portland, saw

young Bucey, noted his great progress and invited him to become a partner, with office at Pendleton. This invitation he accepted, although the firm with whom he had been wished him to remain with them. He was admitted to the Supreme Court of Oregon in 1884. His special adaptation for the legal profession, together with his thorough preparation and his strong determination to work his way to the front, at once brought him into prominence, and his success has been far greater than even he or his most ardent friends anticipated. The firm of which he was a member took in over \$6,000 in cash the first year, besides having more than \$1,000 on their books. A notable feature of his success was the effect it had upon the opinion of him entertained by his old neighbors near his homestead claim. When he entered the law office in Portland to study, the joke was passed around, "Bucey is going to be a lawyer." But when he had actually done so, and came back and saved for them their homesteads, their feeling of respect was by no means unmixed with gratitude.

October 28, 1883, Mr. Bucey was married to Miss Nellie Walker, daughter of his partner, and their union has been blessed in the birth of three children: Gerald H., Harold O., and Jesse Marion.

Although his practice was all he could desire, his health was poor, and, being advised to go to the coast, he came to Tacoma in 1886, and entered into practice among strangers, at a time when there was little doing in the law. He invested some in real estate, and, having leisure time, devoted it to horticulture and the organization of a horticultural society. Seeing, however, that the organization needed new life, he wrote to leading men, asking their opinions about starting a horticultural paper, the result of which was that he afterward established the Northwest Horticulturalist, the first issue bearing date of October, 1887. This is now the leading horticultural paper of the country. He published 2,000 papers, and got advertisements and subscriptions which helped him in running it. In the meantime his law practice picked up and his real-estate advanced in interest, so he sold the paper.

From the starting of the exhibition that he held under the auspices of the Horticultural Society, grew the idea of a great exposition for Tacoma. He originated the matter in a letter to the Chamber of Commerce, which referred

the subject to the Public Building Committee. The committee endorsed it, and the Chamber of Commerce asked him to organize it, which he did, and was elected president and general manager of the Northwest Exposition Company. After he had got \$90,000 pledged and leading citizens interested, he was given a commission to go elsewhere and inspect similar institutions. This order was carried out and he brought back plans with him. During his absence, however, some of the trustees got to quibbling about the legality of the corporation since the change of Washington to Statehood. They organized the Northwestern Exposition Company, and Mr. Bucey was elected one of the board of trustees; he did not meet with the others, however, and, deprived of the leading spirit, the movement waned.

A year later the Chamber of Commerce took up the matter again, and the committee appointed on that subject asked Mr. Bucey to take the management and carry out the exposition project. He accepted the trust, raised \$115,000, arranged every thing, and in ninety-four days the great building was erected and the exhibits placed therein. The building and plant cost \$85,000. Under his management, the exposition proved a great success, but later on it failed to meet expectations. The reason it prospered under his handling was that he took a genuine, unselfish interest in its success and in that of the city, and threw his heart and soul into the work.

June 6, 1892, at a meeting at Walla Walla of the State Board of Horticulture and Washington World's Fair Commissioners, Mr. Bucey was chosen general superintendent of horticulture for the World's Fair, but in October following resigned the position.

He is president of the Seattle & Tacoma Air Line Railroad Company, which was organized February 24, 1890, by Henry Bucey, L. F. Rogers, J. C. Weathered and Eugene Ruth, with a capital stock of \$1,000,000. The surveying has been completed, most of the right of way obtained, and the line will ultimately be built, the matter of right of way across the Puyallup reservation being the only cause of delay. The line would be thirty and a half miles long, while the Northern Pacific line is forty-four miles.

We further record that Mr. Bucey is proprietor of the town site of Buenna, seven and a half miles from Tacoma, laid out in 1891. He was

a candidate for Probate Judge on the Democratic ticket the first year he came to Washington, but he took issue with the free trade policy of some of its prominent Democratic leaders, and is now a Republican, having made the change mostly on that account. Fraternally, he is a prominent Odd Fellow. He was one of the organizers of Crescent lodge, I. O. O. F., and served as its second Noble Grand.



DR. NATHANIEL J. REDPATH, Assistant Physician at the Western Washington Hospital for the Insane, at Fort Steilacoon, is a native son of Washington, and was born in Cowlitz county, on a ranch where the present town of Kelso stands, January 19, 1860. His parents were James and P. C. (Ostrander) Redpath, the former born and reared in Illinois. In an early day he joined a company of emigrants and crossed the plains by ox-teams, settling in what is now Cowlitz county, Washington. He was married there and settled on a ranch, where he followed farming, and also bought and sold cattle, which he drove to points on Puget Sound and to Victoria, British Columbia. In 1866 he removed with his family to Albany, Oregon, where he resided until his death, in 1869, greatly lamented by all who knew him. His widow was married to C. B. Montague in the year 1880, and now resides in Lebanon, Oregon. They belonged to the pathfinders of the State, blazing the way for others to follow and planting the seeds of civilization for others to enjoy, and as such are entitled to the gratitude of all future generations.

Nathaniel Redpath, the subject of this sketch, was six years of age when his parents removed from Cowlitz county, Washington, to Albany, Oregon, where the following nine years of his life were passed, after which he spent three years in Cowlitz county again. He received his education in the Albany Collegiate Institute and enjoyed the further advantage of a cultured and refined home. In 1883, he went to Vancouver, Washington, where he had charge of a general mercantile store for one year. Having, by this time, decided on adopting the medical profession as his life work, he then commenced attendance at the medical department of the Willamette University, where he spent one year. He then went to the Jefferson Medical

College, Philadelphia, Pennsylvania, where he remained until his graduation, in 1887. He at once opened an office in Olympia, Washington, but in September, of that year, was offered his present position, which he has ever since retained. Ever mindful of self-improvement and advancement in his beloved profession, he has in the meantime attended lectures at both the New York Postgraduate Institution and the Philadelphia Polyclinic, where he passed seven months in a most profitable manner.

November 28, 1882, Dr. Redpath was married to Miss Anna R. Bridgford, a native of Missouri, a lady of many charms of mind and character.

Dr. Redpath is a member of the Pierce County Medical Society, and Washington State Medical Society, in both of which he takes an active part. He is, fraternally, a member of the Rainier Lodge, No. 8, A. O. U. W. The medical profession has no more worthy disciple than Dr. Redpath, as is fully testified by his thorough and conscientious work, a credit alike to himself and to the great State in which he lives.



OLIVER C. WHITE, State Printer of Washington and a resident of Olympia, was born in Dubuque county, Iowa, December 1, 1846.

His parents, Charles and Mary J. (Clemens) White, were natives of Ohio and Illinois respectively. Charles White in early manhood was apprenticed to learn the trade of cabinet-maker, carpenter and joiner, which he subsequently followed in Iowa in connection with farming and lead-mining. Deciding to remove to Oregon, he equipped himself with ox teams and the necessary outfit and started in the summer of 1849. The following winter they passed at Council Bluffs, and early in the spring of 1850 set out on the long journey across the plains, reaching their destination, the Willamette valley, late in September. There they remained until the spring of 1853, when they took up their abode in Olympia. In 1856 they moved to The Dalles, where Mr. White engaged in mining and mercantile pursuits. For a number of years he served as Assessor and Coroner of the county, and for seven years was County Sheriff. In 1868 he returned to the

Willamette valley. Then he traveled through the southern Oregon and northern California mines, subsequently locating in eastern Washington, and in 1879 removing to northern Idaho, where he has since followed agricultural pursuits.

Oliver C. White received his education at Olympia and The Dalles, and remained with his parents until he was nineteen years old, although he was self-supporting from the time he was sixteen, being newsboy and also making himself useful in various other ways. In 1866 he went to the mines at Silver City, Idaho, where he remained one year. Then he engaged in farming in the Willamette valley until April, 1868, when he was appointed guard at the State Penitentiary at Salem, filling the office one year. In the fall of 1871 he located near Dayton, eastern Washington, where he taught school five years, at the end of which time he was elected Auditor of Columbia county. At the expiration of his term of office he was re-elected, thus filling the position until January, 1881. In 1879 he bought the Columbia Chronicle, which he continued four years. In 1882 he was appointed Clerk of the District Court by Judge S. C. Wingard, and discharged the duties of that office until February, 1886, when, owing to a change of administration, he resigned. He was then appointed by the Legislature as Penitentiary Commissioner, and superintended the erection of the new building at Walla Walla. In the fall of 1886 he repurchased the Chronicle, which he continued until 1890. About the time he repurchased this paper he was elected to the Territorial Legislature, filling the office one term. He also filled the offices of Mayor of Dayton, Town Trustee, School Director and President of the Board of Trade; was a member of the fire company and was actively connected with Republican politics. In the spring of 1889 he was appointed Secretary of Washington Territory by President Harrison, and the appointment was confirmed by the Senate. He then removed to Olympia and was engaged in the duties of that office until Washington became a State, which event occurred the following November. After this Mr. White purchased an interest in the State Printing and Publishing Company, of which company he became president and business manager, employing over thirty hands in general printing and book-binding. In March, 1890, he was appointed State Printer, the office to be subsequently filled by the election of the

people. He was elected to the same position in 1892 for a term of four years, beginning July 1, 1893.

He was married in Dayton, Washington, February 19, 1875, to Miss Susan J. Rainwater, a native of Arkansas. They have three children: Walter A., Will R., and Mary H.

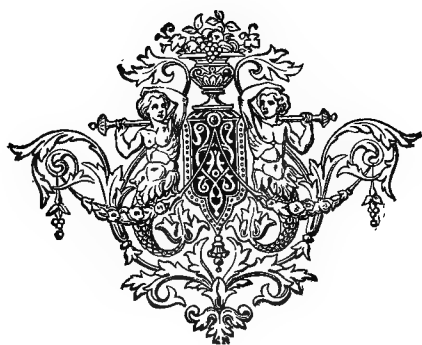
Socially, Mr. White is a Knight Templar Mason and a member of the I. O. O. F., being Past Grand Master and a representative to the Sovereign Grand Lodge.

JOHN T. SCHOLL is a native of Germany, born in Wurtemberg on the 30th day of November, 1850, his parents being Michael and Esther (Sprecher) Scholl.

From six to fourteen years of age he was sent to the best schools of his native place, and afterward learned the stone-cutters' trade in Ellhofen, serving two years as apprentice, and then traveling throughout Germany and a portion of France. He entered the German army in 1870 in the Third Company, Eighth Regiment, of Wurtembergers, and was in the army of Prince Frederick. His first engagement was at Sedan, and at the siege of Paris from the 27th of September to the 29th of January; in fort until 13th of March, and then ordered back to Strassburg, where he remained five months, and was then furloughed. On the 19th of November, 1871, he sailed from Hamburg for America, landing at New York on December 8. He soon went to Granville, New Jersey, where he remained until 1874, working at his trade and learning how to blast. In 1874 he went to San Francisco, where he worked one and a half years. He was married there, in 1875, to Miss Caroline Wittaner, a native of Baden, Germany. In 1876 he bought a ranch in California, and conducted the same until 1881, when he came to Tacoma. He first engaged in any work he could get to do, finally starting a saloon, and in 1887 bought the New Tacoma Brewery and conducted it until 1889, when he started a brewery where he is now located.

Mr. and Mrs. Scholl have four children, viz.: Charles, John, Louisa and Andrew.

Mr. Scholl is a member of the Knights of Pythias, Banner Lodge, No. 22; I. O. O. F., No. 65; also of Red Men, Tribe No. 5; the German Society; and of the German War Veterans.



CORNELL UNIVERSITY

Dept. of Preservation & Conservation

Treated by Pat Fox

Date treated 11/30/92

Job # R92-0479

